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# VOYAGE South Sea,

### Round the World

Perform'd in the

YEARS 1708, 1709, 1710, and 1711.

BYTHE

Ships Duke and Dutchess of Bristol.

A CONTINUATION of the Voyage from California, through India, and North about into England.

The DESCRIPTION of all the American Coasts along the South Sea, with above 300 Bearings of the Land, the principal Harbours, and three larg Charts, all taken from the Spanish original Draughts, never before printed.

With a TABLE of the Latitudes and Longitudes of all Places, from California, to the Streights

of Magellan.

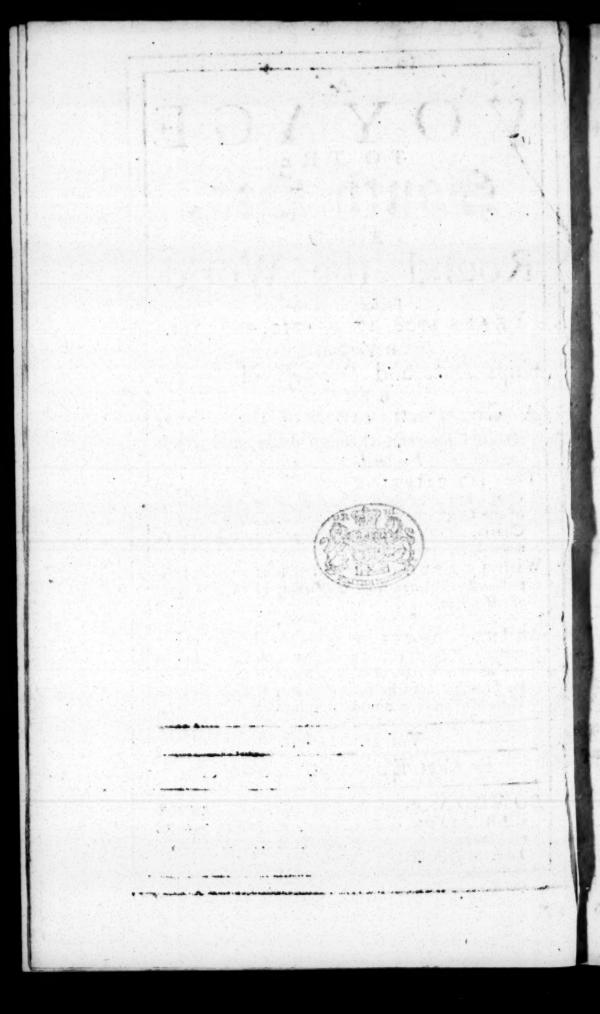
To which is prefix'd,

An INTRODUCTION, wherein, besides other material Particulars, is an Account of the Cargo of the Acapuleo Prize, of the Commodities the West Indies are furnish'd with, by way of Trade, from the teveral Parts of Europe, and what Returns come from thence.

#### Vol. II. and laft.

#### By Capt. EDWARD COOK E.

LONDON, Printed by H. M. for B. LINTOT and R. Gosling in Fleet-Street, A. HETTESWORTH on London-Bridge, and W. INNYS in St. Paul's Church-Yard. M DCC XII.





TO THE

Right Honourable

### ROBERT,

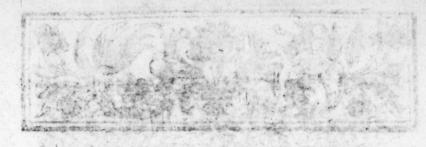
EARL OF

Oxford and Mortimer, Lord High Treafurer of Great Britain, &c.

This Second Part of the Voyage to the South Sea, and round the World, is most humbly dedicated, by

EDWARD COOKE.

A<sub>2</sub> THE



TO CHE

Might-Henourable

## E CONTER R'IE

BARE OF

- Maria Mari

Voy go vo eas deure dent and voi de the World and round the World as molt burn.

Legiste Codice.

A 2 TH.E



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### CONTENTS

OF THE

### VOYAGE.

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#### The CONTENTS.

ful Weather; Mindanao, and the Philippine Islands; their Trade.

Chap. IV. The Voyage continued among the Islands of India, and through several Streights, to Batavia, the Capital of the Dutch Dominions in those Parts; some Particulars of the Islands Bouro, Cambava, Wanshut, Buton Solavo, Madure, Carimon Java, and the General's Island.

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#### The CONTENTS.

first at the Downs, and then in the Thames.

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CHAP. I. The Sea-Coasts, &c. from the City of Panama, on the Ishmus of America, to Callao, which is the Port to the City of Lima, Capital of Peru.

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Chap. III. The Sea-Coasts, &c. from the
Port of Panama, on the Isthmus of America, to that of Acapulco, in the
Kingdom of New Spain, and thence to
California.

Chap. IV. Of the Winds and Currents in the South Sea; as also a large Table of the Latitudes and Longitudes of all remarkable Places along that Coast. 313.



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Directions to the Bookbinder.

Place the first Journal-Table at Page 3.

#### ERRATA.

New Spain, and there en

Pag. 12. I. 6. f. Prettana, r. Rattena.
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### Introduction.

N Introduction to this fecond Volume, as well as to the first, may perhaps be carp'd at by those who read rather to find Faults, than for Information or Entertainment. The Omission of any Thing material, would be a more reafonable Objection, than this Method of inferting some Particulars, which could not fo properly be brought into the Course of the Journal. A few Words at the Conclusion of the Introduction to the first Volume misunderstood, gave some Perfons a sufficient Occasion, as they thought, to censure the Performance. It is there faid, that a continu'd Account of Winds, Latitudes, Longitudes, and fuch other Maritime Particulars, would be of little Use, and might prove beavy and tiresome; whence, without any other sufficient Ground

Ground, the faid Persons must conclude. that there had been an Omission of obferving the necessary Latitudes and Longitudes. But the true Meaning of those Words, is no other, than that it was thought needless to rire the Reader with an exact Diary of Wind and Weather for three Years together, and the Latitudes and Longitudes during a long Run acrofs the Ocean, where there was not any Land, nor so much as a Current to be known by those Observations; for wherefoever any Thing occurr'd, which might be ever observ'd by the Position, it is carefully fet down; and to fwell a Volume with what could neither be of Use, nor afford Entertainment, would have been altogether superfluous. This may suffice to satisfy the World, that nothing has been omitted, wherein the Reader might and his Profit or Satisfaction.

Others, who have had the Leisure and good Fortune to read some Translations of Spanish Histories relating to, or Travels into the West Inches, have complained, that the said sirst Volume is fill'd up with Collections, and some of them the same Things they have read before. Those Gentlemen will do well to call to Mind, that the most judicious Travellers have been applauded for giving us short Abridgments of the History of those Coun-

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Countries where they have travell'd; as to instance but in one, though many others might be nam'd, has been done by the generally approv'd Gemelli, who has never been condemn'd for having told us many Things of China, New Spain, Persia, and other Parts, which were before sufficiently known to all those who are conversant with Books of Travels, and Descriptions of Countries. There was no new Discovery made or intended in this Voyage to the South Sea, and confequently no Matters altogether strange and unheard of, could reasonably be expected. All America has before been treated of in every Language; and yet, without Vanity or Presumption, it may be faid, there is scarce so much to be found elsewhere, in fo small a Compals, as has been deliver'd in that Vo-All Persons have not numerous Collections of Books, nor Time to read them; and it would have been extreamly disagreeable to a much greater Number, who being utterly unacquainted with the History and Description of America, yet may be induc'd to read this new Voyage, should they find nothing in it, but tedious Runs at Sea, with only an Account of the Town of Guayaquil, and the taking of some Prizes, and be left entirely in the Dark, as to all those wealthy Soil He County of the CounCountries pass'd by, and scarce touch'd upon.

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Those few who have thought fit to raise these, or any other as immaterial Objections, may perhaps, upon ferious Recollection, have been convinc'd of their Mistake, whilst the more considerable Part of Mankind has afforded that first Volume fuch a Reception, as leaves no Room to doubt of their Approbation. However, that Work did not appear Abroad as compleat; nothing in this World can pretend to Perfection; and the Promife then made of a fecond Volume, was Inducement enough to believe, that whatever might be wanting there, would be supply'd in the next. This, there is Ground to hope, has been now perform'd.

The rest of the Voyage Home from California, takes up the first Part, with exact Tables of the several Runs, from America a-cross the Pacifick Ocean, to the Islands Ladrones; from Batavia thro' the Sea of India, to the Cape of Good Hope; and from thence North about into England; and satisfactory Accounts of all Places seen or touch'd at, or of any remarkable Accidents or Observations.

The fecond Part contains the Description and Bearings of all the Coasts from Cali-

V

California, to the Streights of Magellan, three large Cuts of all those Coasts, curioully drawn according to Art, and anfwering to the Distances in the Description, which many of the Spanish Draughts do not, being taken for the most Part only by the Eye, and confequently only ferving to give a very imperfect lidea of what they represented. Here are also all the Harbours of any Note, all of them taken from the Spanish Draughts brought over this fame Voyage. There is added an Account of the Winds and Currents in the South Sea, and a large Table of the Latitudes and Longitudes of all Places any Way remarkable along that whole Coast of America.

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Some other Particulars, very necessary ry to be added to this Work, could not so properly be intermix'd with either of the Parts above-mention'd, and have been therefore reserv'd for this Introduction. These are, the Cargo of the Acapulco or Manila Ship, taken in the South Sea; a Particular of all the Commodities transported from every Part of Europe, to the West Indies, and of the Returns from thence, which at once will atisfy the Curious what is proper for the fouth Sea Trade, and what we may exect from thence; and lastly, a fuller account of the Man found on the Island Fobn

John Fernandes, in the South Sea, than we were able to give in the first Volume, being then press'd to publish it with all possible Speed, and having since receiv'd as much Information as is requisite in an Affair of that Nature.

In the first Volume we gave the Particulars of the Cargo's of the Duke, Dutchess, and Marquis, being all that was found valuable, and worth preserving, Aboard the several Prizes taken in the South Sea, and at the Town of Guayaquil. When the Marquis was sold at Batavia, her Lading was there divided among the three remaining Ships, Duke, Dutchess, and Batchelor, as they then call'd the Acapulco Prize, of whose Lading we are now to speak.



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The Cargo of the Acapulco or Manila Ship, taken in the South Sea by the Duke and Dutchess, private Ships of War belonging to Bristol, and call'd the Batchelor Prize.

| 3.26                        | Pieces        |
|-----------------------------|---------------|
| A Llejars -                 | 82            |
| Atlaffes —                  | 52            |
| Bafts — —                   | 188           |
| Cottoneas                   | 291           |
| Calicoes colour'd -         | - 6603        |
| Ditto white                 | 4372          |
| Counterpoints, divers forts | - 206         |
| Coffaes — —                 | 270           |
| Chints, divers forts -      | - 24289       |
| Chint Sashes                | 24            |
| Chelloes —                  | 362           |
| Charradorees —              | 18            |
| China flower'd Silks -      | 5             |
| Damasks — —                 | 126           |
| Dimities —————              | - 460         |
| Diapers —                   | 77            |
| Elatches —                  | - 3106        |
| Fans                        | 5806          |
| Gurrahs — —                 | - 1180        |
| Ginghams                    | 263           |
| Guinea Stuffs ———           | - 235         |
| Humhums -                   | 105           |
| 1000 111 1 1000 C           | Handkerchiefs |
|                             |               |

|  | Pieces.            |
|--|--------------------|
| Handkerchiefs Pieces                     | <del> 38</del>     |
| Ditto fingle -                           | - 157              |
| Long Cloth                               | A 3577 VIII        |
| Mulmuls                                  | - 155, dill        |
| Neck-cloths -                            | +10 \ 123 HIG      |
| Nillacs -                                | -580               |
| Niccaneas — —                            | 8020               |
| Photees — -                              | - 152              |
| Pelongs — _                              | 1236               |
| Paunches — —                             | - 16561            |
| Palampores                               | - 4053             |
| Petticoats -                             | - 265              |
| Quilts —— —                              | - 14               |
| Romols                                   | 548 miles          |
| Ribbons, divers forts -                  |                    |
| Ditto flower'd with Gold<br>and Silver — | 481                |
| Silk Stockings                           | 4310 Pair.         |
| Silk raw of China -                      | - 28502 Pounds.    |
| Disto thrown                             | 1-1990Pounds       |
| Ditto fewing -                           | 1370Pounds.        |
| Ditto Bengal                             | 10 61 Pounds.      |
| Ditto sleve                              | - 658 Pounds       |
| Ditto Fringes                            | 1940 min Cl        |
| Sooleys                                  | 115 Pieces         |
| Stockings Cotton -                       | - 1084 Pair.       |
| Sannoes                                  | 425 Pieces         |
| Sattins and Taffaties, di                |                    |
| Ditto flower'd with C                    | Fold 3 192 Pieces. |
| Silks divers forts —                     | - 511 Pieces.      |

| Silk Salhes Turns enough at 34 duo vi |
|---------------------------------------|
| Ditto of Calico 544                   |
| Silk Gowns — 37                       |
| Tanbes 454                            |
| Musk                                  |
| Cinnamon 9719 Pounds.                 |
| Cloves Ties 2 Pounds.                 |
| Cloves                                |
| Vees West                             |
| Gum Elemia Advad I mort 120 Pounds.   |

China Ware, several Chests and Jars. Chests and Jars. Several Parcels of odd Things.

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es. ilk At this Time, when a Trade to the South Sea is so much talk d of, all Persons are desirous to know wherein that Trade will consist, and it may be expected something should be here said of it. The one Branch of it, which is the Commodities to be had from thence, seems to have been sufficiently answer'd in the first Volume, where, having treated of the Product of every Part, it naturally follows, that every Man, who knows what those Countries afford, may judge what is fit for our Use, and worth the bringing. However, to save some the Trouble of so much Resection, and satisfy all inclinations, all the Goods generally brought from the West-Indies, shall be here laid down together to be seen at one View, and with them the several Sorts events.

ry Country in Europe furnishes America with.

A compleat List of all Commodities transported from any Parts of Europe, to the Spanish West-Indies.

### bone From FLANDERS.

Icotes, a Sort of Woollen Stuff. Ditto half Silk. Palometas, half Worsted. Ditto half Thread, half Worsted. Damasks all Worsted. The same half Thread. Lanillas white. Ditto black. Mix'd Quinietas. Hollands, transfer had beons t Baracanes. Womens woollen Hofe of Tournay. The fame for Boys and Children. Hair Chamlots of Bruffels. Lamparillas half Silk, half Worsted. White Thread Lace. Black Silk Lace. Precillas, brown courfe Linnen. Ditto white. Bramantos brown. Ditto white. Ditto fine. Hounfcots of three, four, and five Seals. Strip'd

Strip'd Linnen of Gantin Josq bas coqost Gant Linnen fine.

The fame of Courtray.

Damasks of Silk and Thread: 30 assisted. Gant Linnen fine. White Thread ordinary. Mood and Ditto fine of few Numbers. Ditto fine of few Numbers.

Ditto courser of many Numbers. Thread of all Colours.
Thread Laces or Twifts. Cotton Ribbon. White Filliting. 1002 mord. Red Tape. Whip-cord large. Ditto fmall ord la guel Hair-buttons, Hair-buttons, And several other forts of Haberdashery,

### From HOLLAND

Worlfe I Hole fine. Epper. Disto Iscand form Cloves and for shell astloow Cinnamon.
Nutmegs.
Serges in Grain. Cinnamon. Black Leyden Says. 100 hours 150 151 Ditto of Delfe. Fustians. Fustians.
Broad Hollands. Finther same Ditto narrow. Thread of all forts. Cables and Rigging. Sail Cloth.

ROOOM

Ropes

Ropes and Pack-thread.
Pitch and Tar.
Benjamen.
Motillas of Silk.
Ditto Wooll.
Borlones.
Ditto branch'd or flower'd for Quilts.
Velvets, and
Plushes.

### From ENGLAND.

Long Ell-broad Perpetuanas. Long Yards ditto.
Cheheys printed and water'd. Silk Hofe. Colchester Bays, dy'd and white. Worsted Hose fine. Joggaf. Ditto fecond fort. Woollen Hose for Men, Women, and Children. Nutmegs. Wrought Pewter. Serges in Grain Tin in Blocks. Black Hounfcot Says. Diese of Delfe. Ditto white. Fustians. Scotch Linnen. Benjamen the fecond fort. Lead. Cloths broad. Ditto narrow. Scarlet Serges. Calicoes

Calicoes dy'd. Pepper. MORUBMAH movi The flaves large. bns, radmA Mulk

De to finall.

Ordinary Boards of Newey.

Diero of Sweden. From FRANCE

Plaullar, or, blue Paper Siefles. 7 Elvets. Brocades.
Sattins.
Roan Linnen.
Ditto Blancartes

Civet.

Ditto Blancartes.

Ditto Florettes, In The Hard I b're Aberlo

Ditto Cofres.
Cambricks.
Kenting broad.
Ditto narrow.
Morlaix Dowlas broad.
Ditto narrow.
Crees broad

Creas broad.

Ditto narrow.
Ditto of Gascony.

Cotences fine.

Ditto ordinary.

Sail-Cloth.

Haberdashery. Mariates and Parace Gold and Silver Lace.

Silk Lace.

Fine Thread Lace, or Bone Lace.

### From HAMBURGH.

Ditto small. Ordinary Boards of Norway. Ditto of Sweden. Great Planks. DV 1917 movil Platillas, or, blue Paper Slesies. Bocadillos. Estopillas. Capadereys.
Crefuelas white. Ditto brown. Checker'd Linnen in Rolls. Vestualias. Bed-Tickin fine. Ditto ordinary. Napkins and Table Linnen. Esterlines. Fustians double. Ditto fingle. Latten Wire. Starch. Powder-blew. Diece arrow. Gilt Leather. Leaf-gold. Pins. Brass Wire. Brass Weights and Scales, Brass Kettles and Pans. Yellow Wax of Dantzick. Barbary Wax whiten'd.

From

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GIIF

I

### From ITALY O TO HIS HOTE

D Ibbons of all forts. Hair Chamlots.
Silks flower'd with Gold and Silver.

Naples Silk.

Shags.

Velvets, one and half, and two Piles.

Grograms of Messina.
Men, Women, and Childrens Stockings of Diego of Valencia.

Tolean Ilk Hofe.

Dies In Frail

Naples.

Genoa Paper.

Hose of course Silk, call'd Capullo.

Mohair Stuffs from Smyrna.

Genoa Thread.

Ditto of Salo.

Iron Wares of Genoa.

Rice of Milan.

Hard Soap of Genoa. ind of wards to emiliant

Hoops.

Wheat of Sardinia.
Alom.

Brimftone.

Brimstone.
Annifeed and other Seeds.

From PORTUGAL.

Ulk in Cods. Amber-greafe.

Civet.

778

Fine Thread.

From SPAIN.

Affaties of Granada double. Ditto fingle. Ditto of Jaen.
Ditto of Antequera.

Black

Black

Black Silk of Granada. mort Ditto colour'd. . . sirol lie to sooddle Hair Chamlotes Sattins flower'd. Silks flower'd with Gold and Silks flower'd with Gold and Silks Tolego filk Hofe. Mix'd Serges of Ampudia.
Saffron of Villa Alva: Hard Soap of Alicant. willsil to ansagord Almonds of Alicant Ind bus , memo V , asM Praples. Ditto of Valencia. Genoa Paper. Wooll. Hole of courfe Silk, call'1 Capullo. .tsahW Mondie Stuffs from Smyrna. Barley. Genar I hread. Xeres Wines. Ditte of Sale. Tent Wine of St. Lucar. Iron Wares of Ceneal. Oil of Sevil. Dice of Milan. Figs. Raisins of Arcos in Barrels. W 10 gac bust! "sacosti Ditto in Frail. AVI en of Sardinia. Salt. Alona. White Wax. Iron Ware from Biscay. Todio bus bookens. From Portugal.

A List of Commodities brought from the Spanish West-Indies into Europe.

Emerauds.
Amethists.
Virgin Silver.
Ditto in Pigs.
Ditto in Pieces of Eight.
Virgin Gold.

Ditto

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CINSSIO

Ditto in Doblones !! sample V first adt al Cochinilla of feveral forts. A sau to share Grana Silvestre, or, Wild Scarlet vinos Ditto of Campeche. no fel guied prive ( with Fernander, continu'd there tous Year.ogibal four Months, wishout any burner, ortank Logwood. I was told non red T Braflette. In Source of sale formed to will Nicaragua Wood. A cirl to notices A ration Fustick. ats a We about a strait of ne Lignum Vita. 11 Mayor to buot Sugars. not tol look for for in arribation Ginger. asbirock you any Acaden. ray Cacao out of the continon Courte, or an anapard Bainillas. good of privil analy a formed Cotton's smol or secost build Troled a Red Wooll william your Tobacco in Roll savings your is brothe want Ditto in Snuff, virtant in nodw , old and Hides raw: Street I tone barren Subject Ditto tann'd, at othe Trans. Ambergreafe gray.

Ditto black.

Bezoar. Balfam of Peru. model w bas bash our Ditto of Tolu. Ston ow nite and and Cortex Peruviamus, or, Jesuit's Bark. Mechoacan. And winds to tupocoan and Sarfaparilla. Saffafras. chorites, who bent many Tamarinds. Deferts of Colorida in Caffia.

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Pauli

In the first Volume there is Mention made of one Alexander Selkirk, (fo commonly call'd, but his right Name is Selerag) who being left on the Island John Fernandes, continu'd there four Years and four Months, without any human Society. That short Hint rais'd the Curiofity of some Persons to expect a more particular Relation of his Manner of living in that tedious Solitude. We are naturally fond of Novelty, and this Propension inclines us to look for something very extraordinary in any Accident that happens out of the common Courfe. To hear of a Man's living fo long alone in a defert Island, feems to some very furprizing, and they presently conclude he may afford a very agreeable Relation of his Life, when in Reality it is the most barren Subject that Nature can afford. Even this folitary Life is not to amazing; we have in the aforesaid first Volume mention'd two other Persons, who at feveral Times continu'd long on the fame Island, and without those Conveniencies this Man we here speak of was furnish'd with; and yet it was never thought worth while to give any particular Account of their Behaviour there Not to confine our felves to them, we have the written Lives of ancient Anchorites, who fpent many Years in the Deserts of Thebaida in Egypt, without feeing

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feering any human Creature. The Lives of those holy Men, are little read or regarded, because they entertain us with nothing but a continu'd Courfe of Aufterities and Devotion. From this Man fomething of another Nature is expected. his Piety is not likely to difgust us. What then can it be that flatters our Curiofity? Is he a natural Philosopher. who, by fuch an undiffurb'd Retirement. could make any furprizing Discoveries? Nothing less, we have a downright Sailor, whose only Study was how to sup-port himself, during his Confinement, and all his Conversation with Goats. It would be no difficult Matter to embellish a Narrative with many Romantick Incidents, to please the unthinking Part of Mankind, who swallow every Thing an artful Writer thinks fit to impose upon their Credulity, without any Regard to Truth or Probability. The judicious are not taken with fuch Trifles; their End in Reading, is Information; and they eafily diftinguish between Reality and Fiction. We shall therefore give the Reader as much as may fatisfy a reasonable Curiofity, concerning this Man, without deviating into Invention.

The Duke and Dutchess Frigats coming up to the Island of John Fernandes, as was said in the first Volume, there appear'd

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pear'd on the Shore a Man waving a white Flag, which was the Stranger, because the Island is known not to be inhabited. Some Officers went in the Duke's Boat, and coming near the Shore, heard him speak to them in English. They call'd to him to shew them a good Place to come to an Anchor, and to land; he gave them Directions, and then ran along the Shore in Sight of the Boat, so swiftly, that the native Goats could not have out-stripp'd him. When come to the Place, he faluted the new Comers with much Joy, being fatisfy'd they were English, and they in Return invited him Aboard; he first enquir'd whether a certain Officer that he knew was Aboard; and hearing that he was, would rather have chosen to remain in his Solitude, than come away with him, 'till inform'd that he did not command. Then the Officers that were in the Boat went ashore, whom he invited to his Habitation. The Way to it being very much hid and uncooth, only Capt. Fry bore him Company; and having with much Difficulty climb'd up and crept down many Rocks, came at last into a pleasant Spot of Ground full of Grass, and furnish'd with Trees, where he saw two small Huts, indifferently built, the one being the Lodging Room, and the other the Kitchin. The Furniture, it may well be suppos'd, was not extraordinary, but ite ise

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but consisted of every Thing that Desert could afford. There was in the Kitchin a Pot or Kettle to boil Meat, which that Inhabitant had carry'd ashore from his Ship; the Spit was his own handy Work, of fuch Wood as grew on the Illand. His Bed fals'd from the Ground, on a Bed-flead of his contriving confifled of Goars Skins, the rest suitable to the Habitation. About it was a Parcel of Goats he had bred up tame, having taken them young, which ferv'd to supply him upon Occasion when he fail'd of any wild. He had provided some of his Goat's Flesh to entertain his Guests, which after their long Run at Sea, from the Island Grande, round Cape Horn, was no finall Dainty. They had much Difficulty to perswade him to venture himself Aboard. fo great was the Aversion he had conceiv'd against the Officer aforesaid; yet, upon Fromise of being restor'd to his former Dwelling, if not fatisfy'd, he at length comply'd, and found fuch Enterment, as made him no longer fond of his folitary Retreat. The whole Account he could there give of his Manner of living on the Island, was in Effect, That having taken with him from aboard the Ship the Cinque Ports Galley, to which he belong'd, all the Necessaries he could get towards providing for a Subfistance in that abandon'd Place, he at first had been

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pear'd on the Shore a Man waving a white Flag, which was the Stranger, because the Island is known not to be inhabited. Some Officers went in the Duke's Boat, and coming near the Shore, heard him speak to them in English. They call'd to him to shew them a good Place to come to an Anchor, and to land; he gave them Directions, and then ran along the Shore in Sight of the Boat, so swiftly, that the native Goats could not have out-ftripp'd him. When come to the Place, he faluted the new Comers with much Joy, being fatisfy'd they were English, and they in Return invited him Aboard; he first enquir'd whether a certain Officer that he knew was Aboard; and hearing that he was, would rather have chosen to remain in his Solitude, than come away with him, 'till inform'd that he did not command. Then the Officers that were in the Boat went ashore, whom he invited to his Habitation. The Way to it being very much hid and uncooth, only Capt. Fry bore him Company; and having with much Difficulty climb'd up and crept down many Rocks, came at last into a pleasant Spot of Ground full of Grass, and furnish'd with Trees, where he saw two small Huts, indifferently built, the one being the Lodging Room, and the other the Kitchin. The Furniture, it may well be suppos'd, was not extraordinary, but

but consisted of every Thing that Desert could afford. There was in the Kitchin a Pot or Kettle to boil Meat, which that Inhabitant had carry'd ashore from his Ship; the Spit was his own handy Work, of fuch Wood as grew on the Island. His Bed rais'd from the Ground, on a Bed-stead of his contriving, consisted of Goats Skins, the rest suitable to the Habitation. About it was a Parcel of Goats he had bred up tame, having taken them young, which ferv'd to supply him upon Occasion when he fail'd of any wild. He had provided some of his Goat's Flesh to entertain his Guests, which after their long Run at Sea, from the Island Grande, round Cape Horn, was no finall Dainty. They had much Difficulty to perswade him to venture himself Aboard. fo great was the Aversion he had conceiv'd against the Officer aforesaid; yet, upon Fromise of being restor'd to his former Dwelling, if not fatisfy'd, he at length comply'd, and found fuch Enterment, as made him no longer fond of his folitary Retreat. The whole Account he could there give of his Manner of living on the Island, was in Effect, That having taken with him from aboard the Ship the Cinque Ports Galley, to which he belong'd, all the Necessaries he could get towards providing for a Subfistance in that abandon'd Place, he at first had been

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been oblig'd to feed upon Seals, and fuch other Fish as he could take along the Shore; which proving course Dyet, put him upon a Necessity of looking out for fome Variety. There were Goats enough, but the Difficulty, was, how to catch them, among the Rocks and Mountains; where, tho' fhot, they would fometimes make their Escape into such Places where they could scarce be found. But Hunger is irrefiftible, which put him upon trying all Expedients for the Support of Nature. He us'd himself to running, and scrambling among the Rocks, 'till some of the tender Kids became a Prey to him, and by long Practice, at length improv'd fo much, that the most nimble Goats could not escape him in their native Soil. He knew all the by Ways and Paths on the Mountains, could trip from one Crag to another, and let himself down the dreadful Precipices. Being arriv'd to this Perfection, his Life began to grow easier, as having Fish and Flesh for his Table. There still seem'd to be a Want of Bread. but Nature and the Spaniards had in some Measure supply'd that Defect, Nature by furnishing the Cabbage-Tree, describ'd Vol. 1. pag. 116. and represented there Plate 4. Numb. 8. the Spaniards, who first inhabited the Island, by leaving there the Seeds of Turnips, and feveral other Roots, which have fince remain'd in the Ground. h

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Ground. Such were the Provisions he had to feast on; for Conveniency of dreffing, it has been faid, he built a Kitchin, had a Pot or Kettle from Aboard, and the Trees, whereof there is Plenty and Variety, supply'd him with Spits, and Store of Fewel, having an Ax and fome other Tools for that Purpose. The greatest Difafter he met with during his lonely Abode there, was, in hunting, when being once in eager Purfuit of a Goat, he dropt down from a Precipice, with fuch Violence, that he lay for a confiderable Time as dead, and afterwards coming to himself, it was long before he could recover his Habitation. At last, no Help being to be expected, he crept Home, and there by Degrees recover'd of his Bruiles, without the Assistance of Doctor, Surgeon, or Apothecary. I had forgot, in describing his Dyet, to speak of Drink; but that was the only Thing he could not want, the Island being sufficiently furnish'd with fresh Water, to fatisfy his Thirst, without being tempted to Debauch. Some few Spanish Ships happen'd to touch there, during his Stay; but he had refolv'd rather to converse with his Goats, than be beholding to that Nation for his Deliverance from that Prison; and therefore, when their Ships appear'd, he generally kept close in his Apartment, which, as has been faid, was fo conceal'd, as not ea-

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fily to be discover'd. However, being desirous to know what People they were who arriv'd in his Dominions, he kept not himself always so referv'd, but that he was once 'fpy'd and purfu'd, and fome Shot made at him. His Activity then stood him in stead; for he out-stripp'd them all, and easily disappointed their Search; and the Prize being fo inconfiderable, it is likely they thought it not worth while to be at any great Trouble to find it. Having little to divert his Thoughts, he had kept an exact Account of the Day of the Month and Week, all the Time of his Confinement, and told it to feveral of our Officers, when they first came to him on the Island. To conclude, he came away with us, and arriv'd fafe in England, where he has freely imparted thus much, as he had done before Aboard, to all that have had the Curiofity to converse with him.

This may fuffice as to him, being the whole material Truth, and fufficient on fuch an Account; and with it we will put a Period to this Introduction, to proceed with the Voyage where we left off.

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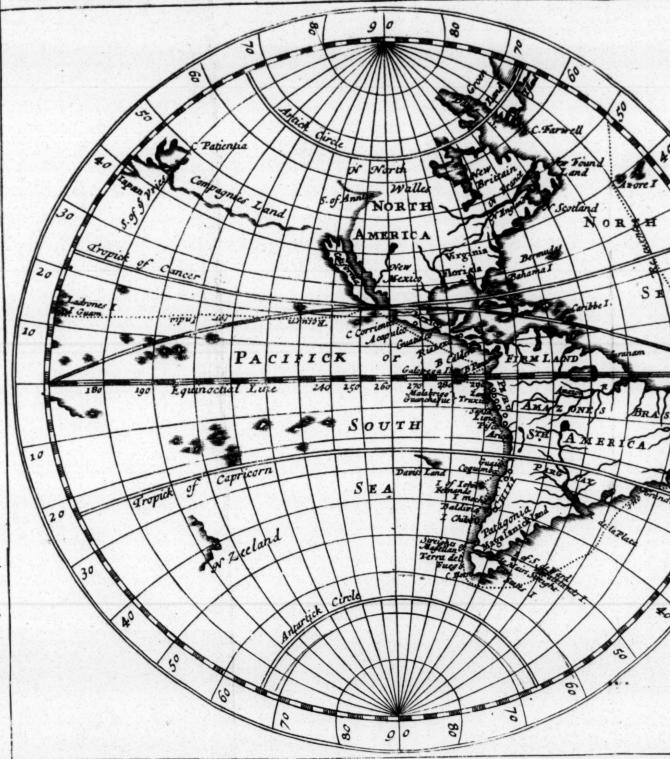
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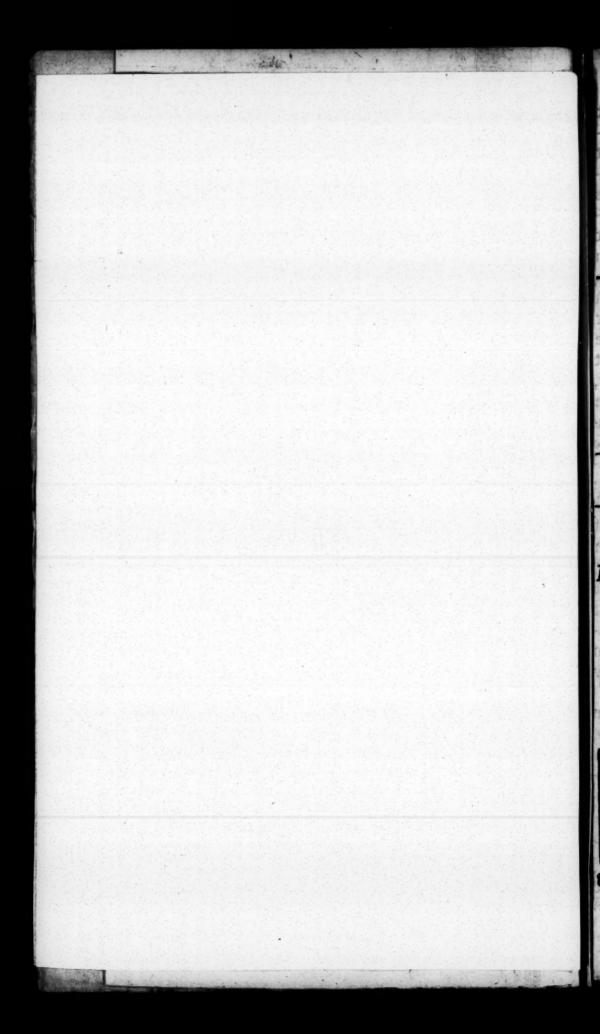
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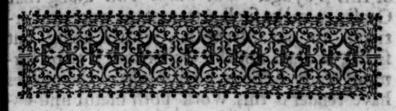
### A MAP OF THE WORLD Shewing to



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### VOYAGE

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South Sea, &c.

#### VOL. II.

#### CHAP. I.

Departure from California; the long Run a-cross the South Sea, to the Islands Ladrones; Arrival at Guam, one of that Number; courteous Entertainment there by the Spaniards; Letters and Certificates on both Sides; Variation in those Parts, &c.



H E great and wealthy Countries lying along the South Sea, being the Object on which the Eyes and Thoughts of all Men are at present fix'd, less could not well have been said of

them, than has been done in the first Volume

of this Voyage. Our Ships ran along that Coaft, to make fuch Attempts as were proportion'd to our Strength; which being but fmall, we had not the Opportunity of performing many Actions, that might of themselves have render'd this Work both useful and entertaining, there is a farther View in what may be perform'd hereafter; and a bare Run at Sea, could not have answer'd those Ends. which every Man may propose to himself in the Perufal of this Voyage. We brought our Ships Home from California, after taking the Acapulco Prize, that the Relation might not appear altogether maim'd and imperfect; but, at the same Time, we promis'd a more ample Account of their long Navigation in this fecond Volume. We had the greatest Part of the Globe to fail round, when we departed California; and fo great a Tract will well deferve to be feen more at large, than could possibly be done before. This shall be the Subject of the first Part of this second Volume, which shall conclude, as was promis'd in the first, with a more ample Description of all the Coasts of the South Sea, with the Bearings of all the most noted Lands, and all curious Obfervations as to Winds, Currents, &c. taken from the Spanish Manuscripts. I will now proceed to the Journal.

Departure from California. Tuesday, January 10. 1709-10. The Ship Marquis, which I commanded, with the Duke, Dutchess, and Manila or Acapulco Prize, now call'd the Batchelor Frigat, being at Puerto Seguro, in the Island of California, in the Latitude of 23 Deg. 10 Min. North, ready to sail, Capt. Rogers put aboard the Prize about 30 Men, Capt. Courtney 25, and my self 12; which, with about 30 Lascars or Indians, and Blacks.

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Ship Duke, now to Se-Latifail, at 30

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# A JOURNAL-TABLE of our Voyage, in the Ship Mathe Latitude of 23 Deg. 10 Min. North; to the Island Guam, in the Latitude of Year 1709.

| Months and Days. | Course cor-<br>rected.              | Dista. | Northings in<br>Miles and Tenths. |         | Southings in Miles and Tenths. |         | Eastings in<br>Miles and Tenths. |         | Westings in Miles and Tenths. |                   | Latitude per<br>Observation. |      | Latitude<br>Estimat  |
|------------------|-------------------------------------|--------|-----------------------------------|---------|--------------------------------|---------|----------------------------------|---------|-------------------------------|-------------------|------------------------------|------|--|
|                  | C - 1D 3W                           | Miles  | Miles.                            | Tenths. | Miles.                         | Tenths. | Miles.                           | Tenths. | Miles.                        | Tenths.           | Deg.                         | Min. | Deg.   |
|                  | S.24Deg. W.                         | 106    | 0                                 | 0       | 97                             | 0       | 0                                | 0       | 42                            | 5                 | 21                           | 35   | 21   |
| 14,15            | S. S. W.                            | 115    | 0                                 | 0       | 106                            | 3       | 0                                | 0       | 44                            | ó                 | 19                           |      | 19   |
|                  | S.S.W. W.                           | 116    | 0                                 | 0       | 102                            | 0       | 0                                | 0       | 55                            | 0                 | 18                           | 47   | 18   |
|                  | S.W. ½ S.                           | 120    | 0                                 | 0       | 93                             | 0       | 0                                | 0       | 76                            | 0                 | 16                           | 5    | 16   |
| 20,21            | S.W. 1 S.                           | 146    | 0                                 | 0       | 92                             | 0       | 0                                | 0       | 113                           | 0                 | 9.5 24 9.                    | 32   | The second secon |
| 22,23            |                                     | 236    | 0                                 | 0       | 28                             | 2       | 0                                | 0       | 234                           | 2                 | 15                           | 0    | 15   |
| 24,25            | W. 1 S.                             | 250    | 0                                 | 0       | 24                             | 5       | 0                                | 0       | 248                           | 8                 | 14                           | 30   | 14   |
| 26,27            | W.                                  | 206    | 0                                 | 0       | 0                              | 0       | 0                                | 0       | 248                           | 0                 | 0                            | 0    | 14   |
| 28,29            | W.4 Deg.S.                          | 180    | 0                                 | 0       | 12                             | 0       | 0                                | 0       |                               | 0                 | 13                           | 36   | 13   |
| 30,31            | W.                                  | 260    | 0                                 | 0       | 0                              | 0       | 0                                | 0       | 279                           | and the second of | 13                           | 25   | 13   |
| Febru. 1, 2      | W. N.                               | 280    | 14                                | 0       | 0                              | 0       | 0                                | 0       |                               | 0                 | 13                           | 25   | 13   |
| 3, 4             | W.2 Deg.S.                          | 290    | 0                                 | 0       | 10                             | 0       | 0                                | 0       | 279                           | 0                 | 13                           | 39   | 13   |
| 5, 6             | W.                                  | 240    | 0                                 | 0       | 0                              |         | 0                                |         | 275                           | 0                 | 13                           | 29   | 13   |
| 7, 8             | W.2 Deg S.                          | 281    | 0                                 | 0       |                                | 0       | 0                                | 0       | 240                           | 0                 | 13                           | 29   | 13   |
| 9,10             | $W_{-\frac{1}{4}} N_{-\frac{1}{4}}$ | 251    | 25                                | 0       | 9                              | 0       | 0                                | 0       | 280                           | 0                 | 13                           | 20   | 13   |
| 11,12            | W. 2 Deg.S.                         | 270    | . 0                               | 0       | 9                              | 0       | 0                                | 0       | 249                           | 0                 | 13                           | 45   | 13   |
| 13,14            | W.z Deg.N.                          | 270    | 9                                 | 7       | 0                              | 4       | 0                                | 0       | 269                           | 7                 | 13                           | 37   | 13   |
| 15,16            | W.                                  | 230    | 0                                 | ó       | 0                              | 0       | 0                                | 0       | 269                           | 7                 | 13                           | 47   | 13   |
| 17,18            | W.                                  | 230    | 0                                 | 0       | 0                              | 0       | 9                                | 0       | 230                           | 0                 | 13                           | 47   | 13   |
| 19,20            |                                     | 271    | 0                                 | 0       | 19                             | 0       | 0                                | 0       | 230                           | 0                 | 13                           |      | 13   |
| 21,22            | W. 1 S.                             | 212    | 0                                 | 0       | 20                             | 0       | 1 1 1 1 1 1 1 1 1                | 0       | 270                           | 0                 | 13                           | 47   | 13   |
| 23,24            | W.                                  | 160    | 0                                 | 0       | 0                              | 0       | 0                                | 0       | 210                           | 0                 | o                            | 0    | 13   |
| 25,26            |                                     | 195    | 0                                 | 0       |                                | 0       | 0                                | 0       | 160                           | 0                 | 13                           | 8    | 13   |
| 27,28            |                                     | 200    | 0 '                               | 0       | 20                             | 0       | 0                                | 0       | 195                           | 0                 | 13                           | 8    | 13   |
| March 1, 2       | W.by N.                             | 240    | 35                                | 0       | 1                              | 0       | 0                                | 0       | 199                           | 0                 | 12                           | 48   | 12   |
| 3, 4             | W.                                  | 290    | 52                                | 0       | 0                              | 0       | 0                                | 0       | 237                           | 4                 | 13                           | 23   | 13   |
| 5, 6             | W.                                  | 115    | 0                                 | 0       | 0                              | 0       | 0                                | 0       | 290                           | 0                 | 13                           | 23   | 13   |
| 7, 8             | W.                                  | 176    | 0                                 |         | 0                              | 0       | 0                                | 0       | 115                           | 0                 | 13                           | 23   | 13   |
| 9,10             | W. 2 Deg.N.                         | 210    |                                   | 0       | 0                              | 0       | 0                                | 0       | 176                           | 0                 | 13                           | 23   | 13   |
| 9,10             | W.                                  |        | . [                               | 4       | 0                              | 0       | 0                                | 0       | 209                           | 0                 | 13                           | 30   | 13   |
|                  | at Noon, the                        | 1 47   | 0                                 | 0       | 0                              | 0       | 0                                | 0       |                               | 0                 | 13                           | 30   | 13   |

## Marquis, from Cape St. Lucas in the Island of California, in ide of 13 Deg. 30 Min. North, Longitude 100 Deg. 20 Min. West. Perform'd in the

| Latitude per Estimation.   |                         | Longi-<br>tude. |     | Meridian<br>Distance. |        | Winds.            | Weather, and Bearings of the Land, &cc.                                      |  |  |  |  |
|--|-------------------------|-----------------|-----|-----------------------|--------|-------------------|--|--|--|--|--|
| Deg.   | Min.                    | D.              | M.  | D.                    | M.     |                   |  |  |  |  |  |
| 21   | 33                      | 0               | 42  |                       |        | N.W. to E.N.E.    | Cape St. Lucas, N. 24 Deg. E. Dist. 106.                                     |  |  |  |  |
|  | 47                      | 1               | 29  | I                     | 26     | N.E.              | Fine Weather, little Variation.  |  |  |  |  |
| 18   | 5                       | 2               | 27  | 2                     | 24     | N. E. by E.       | Fine Weather.  |  |  |  |  |
| 16   | 32                      | 3               | 46  | 3                     | 40     | E. N.E.           | Fine small Breezes and hot Weather.  |  |  |  |  |
| 15   | 0                       | 5               | 43  | 5                     | 33     | N. E.             | Fine Weather and fresh Breezes.  |  |  |  |  |
| 14   | 30                      | 9               | 45  | 9                     |        | N. E.             | Fine Weather, fresh Breezes, Variation 5 Deg. E.                             |  |  |  |  |
| 14   | 6                       | 14              | 3   | 13                    |        |                   | Fresh Gales and fine Weather, with some Squals.                              |  |  |  |  |
| 13   | 36                      | 17              | 25  | 17                    |        | N. E.             | Fresh Gales, with some Squals, and fine Weather.                             |  |  |  |  |
| 13   | 24                      | 20              |     | 20                    | I      | N. E. by E.       | Moderate Gales and fire Weather.   |  |  |  |  |
| 13   | 25                      | 25              | 0   | 24                    |        | E. N. E.          | Fresh Gales, a Negro dy'd.   |  |  |  |  |
|  | 39                      | 20              | 45  | 20                    | 0      | E. N. E.          | Strong Gales and squally Weather, Variation 1 Point E.                       |  |  |  |  |
| 13   | 29                      | 34              | 28  | 33                    | 35     | E. N. E.          | Hard Gales and squally Weather.  |  |  |  |  |
| 13   | 29                      | 29<br>34<br>38  | 36  | 37                    | 35     |                   | Moderate Breezes and fine Weather.   |  |  |  |  |
| 13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13<br>13 | 20                      | 43              | 26  | 42                    |        | E. N. E.          | Fresh Breezes and fine Weather.  |  |  |  |  |
| 13   | 45                      | 47              |     |                       | 14     |                   | Variation 1 Point Easterly.  |  |  |  |  |
| 13   | 37                      | 52              |     | 50                    | 44     | E. N. E.          | Fresh Gales with some Squalls, Variation 6 Deg. E. (round the World.         |  |  |  |  |
| 13   | 47                      | 56              | 38  | 55                    | 14     | E. N. E.          | To this Day Noon, we want 3 Deg. 22 Min. to make up 180 Deg. being then half |  |  |  |  |
| 13   | 47                      | 60              |     | 59                    | 4      |                   | Moderate Gales and fine Weather, Variation 7 Deg. E.                         |  |  |  |  |
| 13   | 47                      | 64              |     | 62                    | 54     | E. by N.          | Moderate Breezes and pleasant Weather.                                       |  |  |  |  |
| 13   | 47                      | 69              |     | 67                    | 24     | E. N. E.          | Pleasant Gales and fine Weather, Variation 8 Deg. E.                         |  |  |  |  |
| 13   | 8                       | 72              | 36  | 70                    | 54     | E. N. E.          | Small Gales and hot Weather.   |  |  |  |  |
| 13   | 8                       | 75              | 21  | 73                    | 34     | E. N. E.          | Small Breezes and fine Weather, Variation o Deg. E.                          |  |  |  |  |
| 13   | 8<br>8<br>8<br>48<br>23 | 75<br>78<br>83  | 41  | 76                    | 50     | E. N. E.          | Moderate Breezes and very hot Weather, 1 Point E. Variation.                 |  |  |  |  |
|  | 48                      | 83              | 0   | 76                    | 19     | E. N. E.          | Moderate Breezes, 12 Deg. E. Variation.                                      |  |  |  |  |
| 13   | 23                      | 87              | 40  | 84                    | 16     | E. N. E.          | Moderate Gales and fair Weather, I Point Variation.                          |  |  |  |  |
| 13   | 23                      | 90              | 55  | 87                    | 26     | E. N. E.          | Moderate Breezes, &c. Last Night George Rowell dy'd.                         |  |  |  |  |
| 13<br>13<br>13   | 23                      | 92              | 53  | 87<br>89              | 21     | E. N. E.          | Small Breezes, Variation to Deg. E.  |  |  |  |  |
| 13   | 23                      | 95              | 44  | 92                    | 17     | E. N. E.          | Yesterday a Negro dy'd, small Gales, Variation 8 Deg. E.                     |  |  |  |  |
| 13   | 30                      | 99              | 30  | 95                    | 47     | E. N. E.          | Mcderate Breezes, Variation 1/2 Point E.                                     |  |  |  |  |
| 13   |                         | 100             | 20  |                       | 34     | E. N. E.          | Fresh Gales and fine Weather.  |  |  |  |  |
|  |                         |                 | and | by Ea                 | ft, Di | flance 8 Leagues- |  |  |  |  |  |

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Blacks, made 100 Men. The Breeze beginning to come off from the Shore at nine in the Evening, we all unmoor'd, and at twelve weigh'd, and ran out with a small Gale at N. W.

Wednesday, January 11. had little Wind in the Morning, and sometimes calm, and Capt. Rogers sent his Boat aboard all the Ships, with the following Letter.

Capt. Courtney, Capt. Cook, Mr. Fry, and Mr. Stretton, At Sea, Jan. 11.

Entlemen, the Prize sailing so very heavy, it Short Allowance of Plower now being two Pounds for five Men a-Day, is little; but having no Remedy, it must be less, and we ought to allow but one Pound and a half of Flower or Bread for five of our Men, and the same for six others. I do not doubt you'll agree with me, and have order'd that Allowance to begin this Day. I am your Friend to serve you,

Woodes Rogers.

This Day at Noon, Cape St. Lucas bore North, distant five Leagues. The Run from California being long, in an open Sea, and most before the Wind, there is not so much remarkable in it, as in other Passages of less Length; I have therefore here plac'd the following Journal-Table of the Voyage to the Island Guam.

This Table shewing our Course, the Winds, Latitudes, and other Particulars of that Nature, I shall proceed to what is otherwise material during the said Run to, and our Stay at the Island Guam, one of the Ladrones.

3 2 Sunday,

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Sunday, January 15. 1709-10. I observ'd that having had pleasant small Breezes of Wind at N. E. and fine Weather since the 13th, and steer'd S. W. by S. yet made but a S. S. W. Course, it cannot be suppos'd that the Variation should occasion the Mistake, because that is there so small as scarce to be worth taking Notice of; and therefore it must be of Necessity caus'd by the Current. For Latitudes,

&c. I refer to the Table.

Tuesday 17. saw several Sea-Fowls, which made me judge we were near some Islands. Thursday 19. saw a Multitude of Craw-Fish swimming by us, and several Lumps, with Barnacles on them, which I did suppose to to be Amber-Greafe; but, for want of a Boat, could not take up any. Saturday 21. faw feveral Shoals of Flying-Fish. Monday 23. our Ship proving very leaky, and no Poffibility of coming to stop it, because in or near the Stern, was forc'd to stitch a Sail with Oakham, hang Weights to each Clew, and lower it down athwart the Cutwater, believing the Leak might fuck in some of it. Wednesday 25. perceiving our Bonnet had done the Leak but little Good, ran a-head the other Ships and brought to; but the Sea ran fo high, that the Leak could not be stopp'd; and continuing bad, I got down our Top-Gallant Yards to ease the Ship. Friday 27. having brought the Ship more by the Stern, found the was not fo leaky as before.

Thursday, February 2. 1709-10. a hard Gale of Wind at E. N. E. and a great Sea following us, with several Squals of Rain and Wind, which continu'd 'till the 4th, when we had moderate Breezes. Wednesday 8. ran a-head again to stop the Leak; but there being a great

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Sea, could not come at it. Friday 10. being in 13 Deg. 45 Min. North Latitude, and 47 Deg. 40 Min. Longitude West from Cape St. Lucas, observ'd by a good Amplitude, that we had half a Point Variation Easterly.

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Tuesday, February 14. 1709-10. I reckon'd Half round we were 3 Deg. 22 Min. short of 180 Degrees the Globe, of Longitude from the Meridian of London, West, which would make half way round the Globe. About this Time had feveral Men ill. and fome dropp'd down at the Pump and Helm; which, I suppose, was occasion'd by the Badness and Shortness of Provisions, therefore began to allow them more. Monday 20. being in 13 Deg. 28 Min. Latitude North, and 69 Deg. 1 Min. Longitude, found above half a Degree Variation Easterly. More Men fell fick. Wednesday 22. in 13 Deg. 8 Min. Latitude, and 72 Deg. 36 Min. Longitude from Cape St. Lucas, found about feven Degrees Easterly Variation. Friday 24. Still in 13 Deg. 8 Min. North Latitude, and 75 Deg. 22 Min. Longitude, nine Degrees Easterly Variation. Sunday 26. Itopp'd one of our Leaks.

Wednesday, March 8. 1709-10. the Clouds settled to the Westward, we saw several Sea-Fowls, which made me conclude we should soon see the Islands Ladrones. Friday 10. at three in the Asternoon, made the Island Sarpana, one of the Ladrones, bearing W. N.W. di-Arrive at stant 12 Leagues, and at Six the Island Guam the Islands bearing W. by S. distant 12 Leagues. Lay by most Part of the Night; and Saturday 11. towards Morning, made Sail, the Wind at E. N. E. a fresh Gale, steer'd S. S. W. and S. W. At Noon, the South Part of the Island Guam bore W. by S. distant three Leagues, and the Northermost Part N. by E. distant 8 Leagues.

B 3 Latitude

No Variatiun.

Sunday, Fanuary 15. 1709-10. Iobserv'd that having had pleafant small Breezes of Wind at N. E. and fine Weather fince the 13th, and steer'd S. W. by S. yet made but a S. S. W. Course, it cannot be suppos'd that the Variation should occasion the Mistake, because that is there so small as scarce to be worth taking Notice of; and therefore it must be of Necesfity caus'd by the Current. For Latitudes,

&c. I refer to the Table.

Tuesday 17. saw several Sea-Fowls, which made me judge we were near some Islands, Thursday 19. saw a Multitude of Craw-Fish fwimming by us, and feveral Lumps, with Barnacles on them, which I did suppose to to be Amber-Grease; but, for want of a Boat, could not take up any. Saturday 21. faw fe veral Shoals of Flying-Fish. Monday 23. our Ship proving very leaky, and no Poffibility of coming to stop it, because in or near the Stern, was forc'd to stitch a Sail with Oakham, hang Weights to each Clew, and lower it down athwart the Cutwater, believing the Leak might fuck in some of it. Wednesday 25. perceiving our Bonnet had done the Leak but little Good, ran a-head the other Ships and brought to; but the Sea ran fo high, that the Leak could not be stopp'd; and continuing bad, I got down our Top-Gallant Yards to ease the Ship. Friday 27. having brought the Ship more by the Stern, found the was not fo leaky as before.

Thursday, February 2. 1709-10. a hard Gale of Wind at E. N. E. and a great Sea following us, with feveral Squals of Rain and Wind which continu'd 'till the 4th, when we had moderate Breezes. Wednesday 8. ran a-head a gain to stop the Leak; but there being a great

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Sea, could not come at it. Friday 10. being in 13 Deg. 45 Min. North Latitude, and 47 Deg. 40 Min. Longitude West from Cape St. Lucas, observ'd by a good Amplitude, that we had half a Point Variation Easterly.

Tuesday, February 14. 1709-10. I reckon'd Half round

we were 3 Deg. 22 Min. short of 180 Degrees the Globe, of Longitude from the Meridian of London, Well, which would make half way round the Globe. About this Time had feveral Men ill. and fome dropp'd down at the Pump and Helm; which, I suppose, was occasion'd by the Badness and Shortness of Provisions, therefore began to allow them more. Monday 20. being in 13 Deg. 28 Min. Latitude North, and 69 Deg. 1 Min. Longitude, found above half a Degree Variation Easterly. More Men fell fick. Wednesday 22. in 13 Deg. 8 Min. Latitude, and 72 Deg. 36 Min. Longitude from Cape St. Lucas, found about seven Degrees Easterly Variation. Friday 24. Still in 13 Deg. 8 Min. North Latitude, and 75 Deg. 22 Min. Longitude, nine Degrees Easterly Variation. Sunday 26. Stopp'd one of our Leaks.

Wednesday, March 8. 1709 10. the Clouds settled to the Westward, we saw several Sea-Fowls, which made me conclude we should soon see the Islands Ladrones. Friday 10. at three in the Afternoon, made the Island Sarpana, one of the Ladrones, bearing W. N. W. di-Arrive at stant 12 Leagues, and at Six the Island Guam the Islands bearing W. by S. distant 12 Leagues. Lay by most Part of the Night; and Saturday 11. towards Morning, made Sail, the Wind at E. N. E. a fresh Gale, steer'd S. S. W. and S. W. At Noon, the South Part of the Island Guam bore W. by S. distant three Leagues, and the

Northermost Part N. by E. distant 8 Leagues.
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Latitude per Estimation this Noon 13 Deg. 30 Min. Longitude from Cape St. Lucas 100 Deg. 19 Min, we gave the low Point at the S. W. a Berth, by Reason of the Shoals, then hal'd upon a Wind, and made feveral Trips. At Six in the Evening came to an Anchor in Port Umatta of the Island Guam, or Guana, in 15 Fathom Water, at about a Mile Distance from the Houses, which bore E. by N. another Part of the Island bearing South, distant two Miles, and the Rock to the Northward, N.E. by N. from which runs a Ridge of Rocks to the Island, and a Shoal to the Eastward. We went in with French and Spanish Colours, that they might not suspect us to be Enemies. Several of their Boats, which they call Paraos, came about our Ships, but none would venture aboard, 'till, being off the Anchoring-Place, one was fent by the Spanish Governor, defiring to know who we were, what we wanted, and to shew us where to We presently fent away Mr. White, our Interpreter, and one Murphy, an Irifiman, taken in the Batchelor, with a Letter to the Governor, and detain'd a Spaniard, as Hostage, 'till their Return. He sent a very obliging Answer, promising to supply us with what the Island afforded, and fending some Refreshments at the same Time. Our Letter to him, and his Answer, were as follows.

The Letter to the Governor.

SIR,

W E being Servants to her Majesty of Great
Britain, and oblig'd to stop at these
Islands in our Passage to the East-Indies, will not
molest the Settlements, provided you deal friendly
by

by us, and shall pay for all Provisions and Conveniencies, either in Money, or such Necessaries as you want. But if, after this civil Request, you deny us, and all not like a Man of Honour, you may expect such military Treatment, as we are with Ease able to give. This we have thought sit to give under our Hands, recommending to you our Friendship and kind Treatment, which we hope you'll esteem, and assure your self we shall then be with the striftest Honour,

To the Honourable Ton the Governor of the Island Guam. March the 11th.

Your assur'd Friends, and

Humble Servants,

1709-10.

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ndly by Tho. Dover, Woodes Rogers, Steph. Courtney, Edw. Cooke.

The Governor's Answer.

Gentlemen,

I Receiv'd a courteous Letter from you, the Bea-rer whereof acquainted me with your great Wants, and that you requested Refreshments, Wood, and Water; I answer you with the same Civility, and offer all I possibly can perform; but we have had a violent Distemper bere, and bury'd abundance of our People. Tho' you are our Enemies, upon your paying for what you have, as you write in yours, I have order'd all under my Command to offer no Injury to any of yours, and desire you will do the Same, permitting to pass to and fro without Molefation. Capt. Don Antonio Gutieres is my Friend, I have some Business with him, and desire you will let bim come to me, and Capt. John Antony Pestana will remain in his stead. I also defire you will let me have all the Spanish Prisoners.

B 4 Ibave

#### A VOYAGE to the South Sea, and

I have order'd Capt. J. R. to Supply you with what we can.

To the four Captains, Vours, viz. Woodes Rogers, Steph. Courtney, Tho. Dover, and E. Cooke.

Don Juan Antonio Pimentel.

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Sunday, March 12: 1709-10. our Pinnaces went a-thore to the Watering-Place with fome of our Officers, where they were civilly treated by a Spanish Captain, and other Officers at the Port of Umatta. The Latitude and Longitude of this Place, is laid down wrong in most of our Books and Charts, except Capt. Haley's Variation-Chart, which comes very near the Matter, as well in this Run, as in our others; but none of our Authors that I have read, take any Notice of the Variation in these Parts, and we find it half a Point Easterly at this Island; and in our Passage to it, we had fometimes 12 Degrees. The Reason of this I take to be the Unevenness of the Globe of the Earth, and its unequal Mixture of much Matter differing in it felf as to the magnetical Quality; as having large and stony Mountains, spacious Valleys, deep Seas, long Continents, high Promontories, with mighty fcatter'd Rocks of Load-stone, Iron Mines, and other magnetical Substance.

We continu'd at Guam 'till Tuesday, March 21. 1709-10. which Time was spent in sitting, wooding, watering, and carrying off Provisions and Refreshments. The Spanish Gentlemen there treated us with all imaginable Civility, and supply'd us with the following Quantity of Provisions, asking nothing

for

Value

for them; but we apprais'd the said Provisions, and return'd the full Value in Goods they stood in need of, to their extraordinary Satisfaction.

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Provisions taken in at the Island Guam, and their Value.

|  | ollars. |
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| 4000 Coco Nuts, at 10 Dol. per 1000,   | 0040    |
| at I Dol. 4 R. per 2 Baskets,  | 0075    |
| at I Dol. 4 R. per 2 Balkets,  | 00/     |
| 60 Bags of Rice and Paddy, at 2 Dol. 3   | 0120    |
| 250 Baskets of Yams and Patatas, at 7  | 0125    |
| 360 Fowls small and great, at 2 Roy.   | 0090    |
| 220 Hogs finall and great, at 4 Dol.   | 0880    |
| 51 Bulloeks, at 14 Dol.  | 0714    |
| 8 Cows with Calves, at 18 Dol.   | 0144    |
| 300 of Eggs, at 2 Dol. per 100,  | 0006    |
| terror of the parameter and care   | 2194    |
| Liquors, &c.   | sel ul  |
| 3 Cases of Brandy, each containing 157<br>Bottles, at 15 Dol. per Case,  | 0045    |
| Bottles, at 15 Dol. per Cale,  |         |
| 4 Jars of Coco Wine, at 15 Dol. per Jar,   | 0060    |
| 3 Jars of Nipa Wine, at 10 Dol. per Jar,   | 0030    |
| II Jars of Bread, at 3 Dol. per Jar,   | 0033    |
| 3 Jars of Sugar, at 5 Dol. per Jar,  | 0015    |
| 2 Jars of Vinegar, at 5 Dol. per Jar,  | 0010    |
|  | 0100    |
| and the second of the second o | 0193    |
|  | 2194    |
| Total,   | 2387    |
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#### Value of Returns made for the above Provisions, &cc.

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|  | Dollars. |
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| 2 black Women, at  | 0225     |
| 2 black Men, at  | 0225     |
| 40 Pieces of good Bays, at 25 Dol. per<br>Piece,   | 3 1000   |
| Piece, 12 Pieces of damnify'd Bays, at 10 Dol. per Piece, 6 Pieces of scarlet Shaloon, a little damag'd. | } 0120   |
|  | } 0180   |
| 20 Match-Locks, at 12 Dol. each,   | 0240     |
| 7 Box of Medals,   | 0120     |
| 1 Box of Relicks, Pictures, &c.  | 0157     |
| 6 Boxes of Nails, at 20 Dol. per Box,  | 0120     |
|  | -        |
| Total,   | 2387     |

#### 2 black Boys, &c. a Present to the Governor.

The Governor, being lame, could not come Aboard us, but several of our Officers went to fee him, whom he receiv'd and treated very civilly, we fending by them as a Present two black Boys in Liveries, and some other Things; for he liv'd not at the Port, but farther up to the Northward. None of our chief Commanders went to fee him, but the Gentleman who is next to him in Command, came feveral Times, with other Officers, Aboard our Ships, and we went daily ashore to them, entertaining one another. Monday the 20th of. March, all the Spanish Gentlemen, and most of our Officers in chief, were Aboard to Illa gether, to conclude all Affairs among us, Ste where it was agreed to give Certificates on wa both vifi oth Sides, of the good Usage each Party had eceiv'd from the other, and were as follows :

Guam, March 21. 1709-10. WE the Commanders and chief Officers of four British private Ships of War and Prizes, bereby acknowledge, that arriving at the Island of Guam, and in Want of Refreshments, we met nith a kind and generous Reception from the Hoourable Don Juan Antonio Pimentel, Goveror and Captain General of the Marian Islands, md Capt. Don Juan Antoino Pretana, and other Officers and Gentlemen of the said Island, and orere plentifully supply'd, in a shorter Time, and better Manner, than we could have expected. During our Stay here, we liv'd in a very Friendly Manner, and at our Departure, made such Presents to the said Gentlemen, in Return for the Necessa. ries they furnish'd us with, that they express'd themnor. Selves fully satisfy'd and contented therewith under their Hands, as on our Part we do the Same,

> William Dampier, Robert Fry, William Stretton, | Edward Cooke.

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Thomas Dover, Woodes Rogers, Stephen Courtney,

out From the Lieutenant General Don Juan Antonio Pimentel, Governor and Captain General of the Marian Islands, &c.

In his Name, y the APT. Don Juan Antonio Prettana informs, and That four English Ships arriving at these d to Islands, whose Captains, are, Woodes Rogers, s on ward Cooke, who came hither for Want of Proboth visions, they requested with much Courtesy, that we mould. would spare them as much as we could, and they pay'd very liberally for it, more than double the Value, and treated all the Captains of this Island, with which they are well satisfy'd, and give it under their Hands;

Don Juan Antonio Prettana, Don Sebastian Luis Romez, Don Nicholas de la Vega, Don Juan Nunez. nat

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The Surgeons also belonging to the Ships, fign'd the following Certificate.

W E the Surgeons of the Duke, Dutches, Marquis, and Batchelor, having view's Senor Antonio Gomez Figueroa, a Spaniard, it is our Opinion, that he cannot live long at Sea, and therefore acquiesce with the Commanders to let him go ashore at the Island of Guam, to recover his Health, there being no Probability of carrying him to Great Britain. Witness our Hands, this 21st Day of March 1709-10.

James Wasse, John Barry, John Ballet, Charles May.

The Day before the figning of the above Certificates, a Committee was held on Board the Marquis, the Refult whereof was as follows.

IT is agreed, that we shall steer from hence of W. by S. Course, to go clear of some Islands that lie in our Way; and then we think it proports steer a direct Course for the S.E. Part of Mindanao, and from thence the clearest Way to Ter-

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nate. It is also farther agreed, that Capt. Rogers shall deliver to Morrow Morning unto Capt. Courtney, one Cheft of Plate and Money, to be put m board the Dutchess.

T. Dover, Presid. W. Stretton, Woodes Rogers, Cha. Pope, Steph. Courtney, Joh. Ballet, T. Glendal, Edward Cooke, W. Dampier, I. Connely, Robert Fry.

The Prisoners taken Aboard the Acapulco. or Manila Ship, except fuch as were necessary to condemn the faid Prize, were, according to our Promise made to the Governor, set ahore.

#### CHAP. II.

A brief Account of the Marian Islands, commonly call'd Ladrones; Description of the Island Guam, or Iguana; the Islands of Solomon; Paraos, a Sort of Boats; the Rima, Ducdu, Areca, and Pine-Apple Fruits, &c.



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HE Island Guam is one of those Ladrones most generally known by the Islands. Name of Islas de los Ladrones, or Islands of Thieves, from the natural Inclination of the Natives

to stealing. The famous Magellan, who first fail'd through the Streight of his Name, in-Ter to the South Sea, was the first Discoverer of A Voyage to the South Sca, and these Islands, and gave them this Name of some Ladrones, because the Natives coming Aboard of the Ships, would fnatch up every Thing of Leaston they could lay hold on, and leap over Hill Iron they could lay hold on, and leap over black they afterwards con black Iron they could lay hold on, and leap ove Hill Board; which Practice they afterwards continu'd with other Ships passing by, and by that Means confirm'd the Denomination. The fame Magellan call'd them also Islas de las Velas, or Islands of Sails, from the great Number of Paraos, or Boats resorting to his Ships which had three-corner'd Sails, made of Mata The Spaniards, who are the only constant Traders in those Parts, having found it convenient to settle on some of them, for supplying of their Ships with Provisions and Resorting from Cape St. Mary. Their Distance from New Spain is generally reckon'd between 2300 and 2400 Leagues; and, by our Reckoning from Cape St. Lucas in California, it is about 2000 Leagues. The constant Trade-Winds which reign between the Tropicks, are the Occasion of rendering this long Run extraordinary easy; and it is generally performed in about 60 Days, some sew over or under the constant the standard of the constant the constan ed in about 60 Days, some few over or un cep der. As to their Number and Position, they will be best seen in the Charts and Maps of the Islands of India.

Guam Mand.

e Islands of India.
The Island where our Ships now anchord, this is call'd Guam, Guana, or Iguana, lying in 13 Deg. 30 Min. of North Latitude, and 100 Deg. ftis 20 Min. Longitude from Cape St. Lucas in Chalifornia, and bears S. S. W. from Sarpana, for The S. W. Part of it is high, but the N. E. is low Land. The Valleys are very pleasant, having curious open Plains, Rivulets, and in Pa

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e o some Places fine Groves of Trees. The Length oan of the Island from N.E. to S.W. is about 10 Leagues, the Breadth fix. The Land on the Hills is red, and in the Vales a good fat con black Soil; which, if manur'd, would cer-Fills is red, and in the Vales a good fat black Soil; which, if manur'd, would certainly produce any Thing that is necessary or the Support of human Life. At present it affords Rice, Plantans, Bananas, Yams, Production of the Support of human Life. At present it affords Rice, Plantans, Bananas, Yams, Production of the Support of human Life. At present it affords Rice, Plantans, Bananas, Yams, Production of the Support of human Life. At present it affords Rice, Plantans, Bananas, Yams, Production of the Support of Harding Support of Harding

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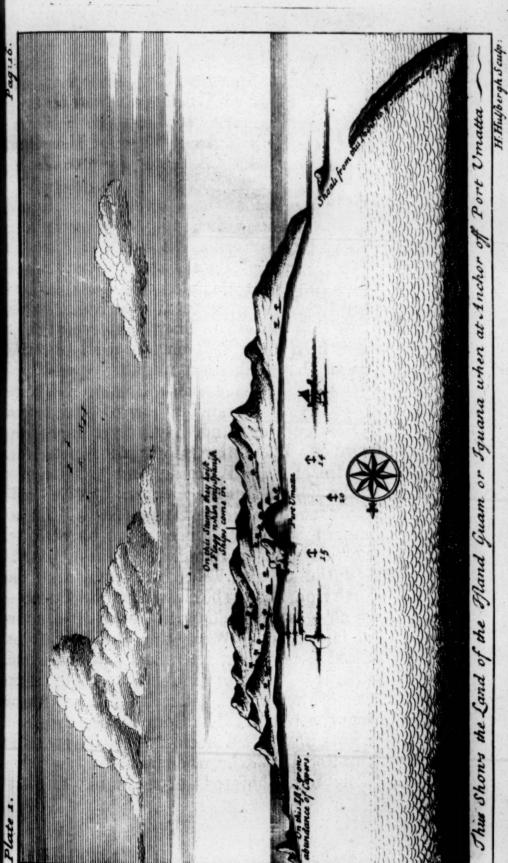
Spain, to the Philippine Islands with, Refreshments. From hence runs a Ridge of Islands at some Distance from each other to the Northward, to above 20 Degrees of Latitude, and to the Southward there are others scatter'd about almost as far as the Coast of New Guinea.

I have here given a View of the Island Guam, or Iguana, as taken at Port Umatta

Plate 1.

Mands of Solomon

The Spaniards at Guam, or Iguana, inform'd us, that a Ship of theirs failing formerly from Manila for New Spain, discover'd a Parcel of Islands very pleasant, and abounding in Gold, Amber-Greafe, and other valuable Commodities, and gave them the Name of the Islands of Solomon. They fay several Ships have been fince fent out in quest of those Islands, but could never find them; and some Paraos, which have ventur'd upon the fame Discovery, not knowing how to steer, when out of Sight of Land, have never more been heard of. These Islands some place in 15 Deg. 20 Min. of North Latitude, and 300 League to the Eastward of the Ladrones. Others will have them to be in 14 Degrees South. forefaid Ship having been drove by Stress of Weather upon an Island, it appear'd that the Agitation of the Veffel had remov'd all the Earth from about the Hearth of the Furnace which was supply'd with some taken from When this Ship arriv'd at the faid Island. Acapulco, removing that Earth, they found under it a Mass of Gold, which the violent Heat of the Furnace had melted, and separate from the Earth. The Commander furprize at this unexpected Accident, acquainted the Vice-Roy of Mexico, and he the King, who fit ted out some Ships to find the faid Mand. The kept



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kept to the Southward of the Line, and could not find it, only one of those five Ships returning Home to New Spain. I am of their Opinion, who believe it must be to the Northward of the Line, because the Ship which is said first to have found it, being bound for New Spain, must of Necessity keep well to the Northward, else could not make the Passage by Reason of the Trade-Winds between the

Tropicks.

This my Opinion is grounded, as above, on the suppos'd Discovery made by the Ship bound from Manila for New Spain; however, the Fragment we have of the Discovery made of the Islands of Solomon, seems to place them to the Southward of the Line, which was by Ships sent from Peru; and in it there is no Notice taken, where they mention Latitudes, of their passing over to the Northward. That Relation is so maim'd and impersect, that it gives us little Light for finding of those Islands, which are there very advantageously represented; but since we have so little Knowledge of them, it will be proper to return to the Ladrones, or Marian Islands.

The Natives of them are of a dark Com-Natives of plexion, not so black as the Indians of Califor-the Larma, but most of them the largest and best drones. limb'd Men I ever saw, and some of them very hairy and strong. The Women are strait and tall; near about where the Spaniards reside, they have something to cover their Privities, but a League farther up, they go stark maked, both Men and Women. The savage Part of them are said to eat white Men, if they take them, and drink their Blood, devouring all they catch raw. Some have no peculiar Worship; but the most pay their Adoration Vol. II.

to the Sun, the Moon, and several other Creatures, according to every Man's particular Fancy. One arm'd Spaniard will beat 40 of them. They are very dexterous at catching of Fish, and building and managing their flying Paraos, which I shall describe below.

Temperature. We found the Weather very hot here, and yet the Island is counted very healthy, by Reason of the fresh Trade-Wind continually blowing; however, many of the peaceable Indians have dy'd of late of the Leprosy, and I saw several who had it when we were there, but all the White Men were clear.

There is good Anchoring here, in clean Ground, within less than a Mile off the Shore, in 10 or 12 Fathom Water, right off the Village of Umatta, the Wind generally blowing off the Shore. The little Mr. Funnel says of this Island, and Parts about it, is not to be regarded, being all contrary to what I have found, and perhaps only taken upon Hearsay. Cowley's Voyage has as little of Truth; for he makes it 14 Leagues long, and talks of 600 Spaniards in Garrison there; which is all false, as may be seen by what has been said above.

Umatta Port. At Umatta there is a large House for the Governor, built after the Spanish Fashion, with Galleries about it, for Coolness. The Church is of Boards and Bamboes split, and cover with Palmito Leaves, as is the House for the Priest, and the Guard-House; besides which there are several Pens for Cattel and Fowl and many Indian Huts, all of Bamboe and Palm-Tree Leaves. About these Houses grow the several Sorts of Fruit above-mention'd.

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H Hulfbergh

A Ship comes hither once a-Year from Mamila, with Necessaries for the Spaniards inhabiting the two Islands. I faw no Fortification at this Place; but it is likely, and we are told by others, that there is a small Cafile up the Country, where the Governor re-

fides, to curb the Natives.

aya.

The flying Paraos of this Island, are very Paraos unaccountable, as well for their strange Boats. Make, as for their extraordinary swift failing. They are made of two Trees hollow'd, like a Canoe, and few'd together with strong fine Sinnet, made of the Threads of some of the Palm-Trees. When laden, they draw between a Foot and a half, and two Foot Water, being built sharp, and not above three Inches broad at the Bottom, and 20 Inches at the Top, and about 35 Foot in Length. Being so narrow, they have two Out-leakers, eight Foot diftant, plac'd in the middle, always on the Weather-fide, and about 12 Foot long, with a Log at the Ends of the Outleakers, made fast with Stantions of two Foot long to the Log, which is about 15 Foot long, and made in the Shape of the Bottom of the Parao, which always swims in the Water, and keeps her fleady; the Lee-side of the Parao being built near upon a Line, and the Weather-fide rounding, for which Reason they are the best Boats in the World upon a Wind. They have but one Mast of about 20 Foot long, and a Sail made of a Mat, three corner'd, like that of a Settie, about 21 Foot deep at the Leech, with a Yard 25 Foot long, and a Boom of the fame Length at the Foot of the Sail, with the Sheet made fast two Thirds out of the Boom, the Sail being lash'd both at the Yard and Boom, and the Boom lash'd C 2

lash'd at the Foot of the Yard. No Sort of Wh Boats whatsoever can come near them for For Swiftness in Sailing; for by Report of the from Spaniards of this Island, they will run above was 20 Leagues an Hour. Don Juan Antonio Pretana told us, he would lose his Head if they stand do not perform it; and because we thought it incredible, he affirm'd that one we had presented us, and design'd to bring for Eng. it incredible, he affirm'd that one we had presented us, and design'd to bring for England, would sail 30 Leagues in an Hour. I could not believe it; but have seen them sail at a prodigious Rate. When they turn to Windward, and design to stand the other Way, they let go the Sheet, and shift the Tack to the End the Sheet was at, placing the Tack, or End of the Yard, in a Notch cut in the Thaughts at each End of the Parao for that Purpose; and that which was the Stem before, thus becomes the Head; either End going foremost, there being no Difference in the Built of them, but the same still remains, and always is the Weather-side. Most of these the Boats are painted red above the Water, and black below. A Board, about eight Inches broad, is made sast on the Weather-side, from End to End, to keep the Sea out; and for carrying of Goods or Passengers, they lay Boards a-cross the Out-leakers, about two Foot out from the Side of the Parao, where they place them hanging over the Water. There are generally three Indian Sailors in these Boats, out being always in the middle to lade out the being always in the middle to lade out the being always in the middle to lade out the being always in the middle to lade out the being always in the middle to lade out the land of the lade out the lade of the lade out the lade out the lade out the lade of the lade out the lade of the lade out the lade of the lade out the nerally three Indian Sailors in these Boats, on being always in the middle to lade out the Water, which comes in thro' the Seams, and over the Sides; the other two sit at each End or of the Boat, to steer with a Paddle in the Let Quarter, shift the Sail, and hale aft the Sheet No.

The Mast stands with a Fork at the End of it over the middle Piece of the Out-leaker from Line upon the middle Piece of the Out-leaker, from Li which

which comes a forked Pole, made fast four for Foot up from the Step of the Mast, to keep it from falling to Windward. The Mast allowe ways hangs forward; when they shift the Pre-Sail, and stand the other Way, they ease one stay, and hase the other forward for that purpose. See it exactly represented, Plate 2. Numb. 1.

Eng. I shall only add three or four Sorts of r. I fruit I took most particular Notice of. The sima is a great Tree, as big as the Walnut, with large Leaves, having five Indentures on each Side. The Flower is oblong, of a yellow Colour, and a Pith, or Down within. The Fruit is as big as a Man's Head, of a suit in Date Colour when ripe, and a rough Outfole; which boil'd or bak'd, is us'd instead of Bread, and serves the Natives for six Months. Out in Slices, and dry'd in the Sun, it eats in the like Bisket. The Leaves serve the Cattel for some should be should

which

all that use it, an excellent Preservative a the gainst the Tooth-ach and Scurvy, most of them being free from rotten Teeth, tho' of a great Age. It is represented, Plate 2. Numb. 4

Fruit.

The Pine-Apple grows on a Stalk, about two Foot above the Ground, from amidft a Parcel of Leaves, not unlike the Sempervivum, or our House-leek, only the Leaves are two or three Foot long. The Fruit is oblong, about a Span in Length, yellow within, with Knobs or Squares on the Outside; whence it has the Name of a Pine-Apple, because resembling those which grow on our Pine-Trees. When ripe, it is yellow and red, with a Tuft of Leaves on the Top. It's Taste partakes of the Sweet and Sowre, with a most delicious Flavour, extraordinary pleafant. Some est it with Sugar and Water. It is reckon'd very wholesom, tho' of a very hot Nature, inso much that they affirm a Knife left sticking in it a whole Day, loses its Temper; yet it we has no hot biting Taste, and is esteem'd by Du all Europeans as a most excellent Fruit. See N. this, Plate 2. Numb. 5.

Yellow-Tail Fish.

The only particular Sort of Fish I took The only particular Sort of Fish I took
Notice of here, is a Species of Tellow-Tail, a Igu
bout 12 Inches long, and three in Breadth, Wi
having a small long Head, with a large and
Mouth and Eye, a Feather Fin on his Back,
W.
which runs to his large forged Tail. His o
ria
ther Fins and Tail as in the Figure, Plate 2
W.
Numb. 6. His Back of a dark Yellow, the
Belly of a Silver Colour. On his Sides, from
Head to Tail, has two Streaks of Blue, and
three of Yellow, the Tail and Fine Yellow three of Yellow, the Tail and Fins Yellow.

A Fiftbook.

The Fish-hooks these People use, are made four of a large Bone, with a small one fix'd in it, Va looks white, and when tow'd in the Water, fet

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a. the Dolphin takes Hold of it, and is caught. t of See it represented Plate 2. Numb. 7. of a

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#### CHAP. III.

Sail from the Island Iguana; see some Small Islands; an Account of Spouts; Moratay and Gilolo Islands; of the Monsons; Signals; dreadful Weather; Mindanao and the Philippine Islands; their Trade.

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Uesday, March 21. 1709-10. in the Morning the Duke and Dutchess T fir'd each of them a Gun, as a Signal to unmoor. At Eight the Dutchess, Batchelor, and Marquis

et it weigh'd, and made easy Sail. Soon after the d by Duke came off with a finall Breeze of Wind at See N. E. At Noon the Body of the Island Iguana

bore E. N. E. distant fix Leagues.

bore E. N. E. distant six Leagues.

Thursday 23. from our leaving the Island Departure is, a Iguana, to this Day, had moderate Gales of from Guam.

adth, Wind at N. N.E. with some Showers of Rain, and close hot Weather, and steer'd away W. S. Back, W. with half a Point Allowance for the Variation. Our Course to this Day Noon but the 2 W. by S. Distance 210 Miles, Westing 200, Southing 60, Latitude per Observation and Estimation 12 Deg. 30 Min. North, Meridian Distance from the Island Iguana 3 Deg. 30 Min.

Friday 24. at Night, by a good Amplitude, made found we had still half a Point of Easterly in it, Variation, and believe we had a Current that sater, set us to the Northward. Course to Saturday 25 the

at Noon W. quarter S. Sunday 26. in the Morning, judging our felves to the Westward of the Islands Saavedra, &c. Steer'd away S. W. by S. and at Night, by a good Amplitude, had five Degrees of Easterly Variation, Latitude 10 Deg. 45 Min. North, Meridian Distance from the Island Iguana 8 Deg. 35 Min. Since our leaving that Island, Capt. Courtney, in the Dutchefs, kept a-head, witha Light by Night, and every Day made Sail ahead of the other Ships, to discover any Danger before Night, and in the Evening brought to. I kept between him and the Prize, bring. ing to when the Dutchess did, and putting out Lights for the Prize; and when she came in Sight, made Sail again towards the Dutchess.

Thursday, March 30. 1710. we had now passed several small scattering Islands, as the Matalotes, Arrecises, &c. but saw none of them, which we must have done, had they been right laid down in our Charts; yet I suppose we could not be far from them, having seen several small Birds. This Day Capt. Courtney and I went Aboard the Duke, and there agreed to steer away half a Point more Westerly, being to the Southward of the Shoals which lie off the aforesaid Islands. We far-

ther agreed, as follows:

Signals for keeping Company,

THE Dutchess to be a-head, the Duke next, the Marquis third, and the Batchelor last,

all at a convenient Diffance.

In case the Dutchess saw any Danger in the Night, she was to show a Light over the Poop-Light, and fire a Gun, making an easy Sail from it, so that the rest might be near enough to have sufficient Warning. Each Ship to answer with two Lights, and fire a Gun.

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In case the bead-most Ship sound it most proper to lie by, she was to show another Light, and fire two Guns, the least Light to be kept at the Boltsprit-Head; but if to continue under Sail, only the first Signal to be made. When all Signals were answer'd, so as to satisfy each Ship, then to keep a single Light out all Night; and if the head-most Ship, or any other, sound the first Soundings in the Night, she was to show three Lights of an equal Height on her Poop, or Bow; if less than 30 Fathom, to show three Lights, two equal, and one over them. The Dutchess generally had a Light at the Mizen-Peak, which was not design'd for a Signal, but to know the Ship.

Monday, April 3. 1710. These Days past the Weather extreamly hot, several Sharks and other Fish were about our Ships, some of which we took. Judg'd we had a strong Current setting us to the Southward, farther than could be expected, which I perceiv'd by an indifferent Observation this Day at Noon, having had none some Days, by Reason the Sun was near the Zenith; sound now 5 Deg. 45 Min. Latitude North, Longitude from the Island Iguana 12 Deg. 18 Min. West.

Wednesday 5. Latitude per Observation and Estimation 3 Deg. 45 Min. North, Longitude from the Island Iguana 13 Deg. 8 Min. West; perceiv'd a strong Northerly Current, and at

least five Degrees Variation.

Monday 10. split my Main Top-Sail, and was forc'd to bend another. At Two in the Afternoon made a pleasant small low Island, bearing E. S. E. distant about six Leagues, not laid down in any of our Charts. It is very low Land, and full of Trees; and I made it to lie in the Latitude of 2 Deg. 55 Min. North,

North, and of Longitude from Iguana 14 Deg. Lan 40 Min. West. At Night we spoke to one a least nother, and agreed to steer away S. W. 'till of C Ten, and then to lie by all Night, there be of i ing Danger, if we should meet with any more 20 1 fuch Islands in the Night; for we saw the Igua Trees long before the Land.

Thursday 13. at Two in the Afternoon faw

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Land,

Spouts.

an Island bearing W.S.W. distant 11 Leagues; Mands and then hoisted our Colours, as a Signal to the other Ships. Friday 14. at Noon the same Island bore S.W. half W. distant 10 Leagues; and then we faw another large Island, which bore N. W. distant 12 Leagues. Soon after perceiv'd feveral Spouts, which came very near our Ship, looking like boiling Water, Imoaking in a Circle, drawn up into the Air, and when it comes near a Ship, for Want of the Moisture it sucks, breaks, and may be of bad Confequence to the Decks, Masts, Sails, and Rigging, if not prevented. Besides that, it is reputed very unhealthy, by Reason of its hot fulphurous Smell. When these Spouts come near a Ship, we commonly fire Shot to break them, as the Dutchess did, the Day before, at two, which were just under my Stern, and broke one of them; for I could not bring any of my Guns to bear upon them, and therefore clu'd up my Top-Sails, and put the Ship before the Wind; which is the best Way to receive least Damage, when they cannot be broke. It commonly proves bad Weather after these Spouts.

Saturday 15. after lying by all Night, made Sail for the N. W. Island, which I suppos'd to be Moratay; but it prov'd a Mistake; for another which I then took for Gilolo, prov'd to be Moratay. This Island is high

Moratay Island.

Deg Land, in Length about a Degree, and at ne a least 30 Miles broad, lying at the N. E. End 'till of Gilolo, distant four Leagues, the North End be of it, according to my Reckoning, in 2 Deg. nore 20 Min. North Latitude, and Longitude from the Iguana 17 Deg. o Min. West. Near this Island we faw abundance of Sea-Weeds, floating on the Water, which at a Distance look'd very

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The Island of Gilolo above-mention'd, is very large, lies under the Equinoctial, and is Gilolo of a very irregular Shape, having four long Island. Points of Land running out feveral Ways, one of them about 20 Leagues in Length, another about 50. The capital City is call'd Giblo, which is also the Name of a Kingdom. The other Towns of Note in it, are, Cuma, Maro, Tolo, &c. The Inhabitants are Mahometans. The Dutch-men Aboard us, who had been before in these Parts, said, there were some Dutch Soldiers in this Island, as on all the Moluccos, to take Care of the Spice, and cut down all the Trees, excepting fuch a certain Number, as they knew would suffice to furnish their own Trade. Ternate, Tidore, and the other Spice Islands, now under the Dutch, after their expelling the Portugueses and English, almost join to Gilolo.

We now endeavour'd for fome Days to get as much as possible to the Westward, to weather Moratay, and found the Current help'd us, by Reason of its being to the N. W. the Winds being variable from the S. S. W. to the W. by S. and no less various Weather, sometimes very fqually, wet, and thick, and then again extream hot and calm. I look upon it as the worst of Weather, and very unwholtome, and may perhaps be occasion'd by the

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Clouds, which are drove some thousands of Miles, by the Trade-Winds, and stop here, as if it were their Place of Rendezvous, then meet with opposite Breezes, which are here call'd Monsons, and drive them back; which contrary Motion and Agitation sets on Fire the sulphureous and nitrous Matter, and breaks through the Clouds in Thunder and Lightning, to such a Degree, as this Part of the World exceeds all others I have been in, and sometimes it is very dreadful.

Monfons.

We continu'd 'till the 23d of April, ply. ing to Windward, hoping to weather the Weft. ermost Point of Moratay, with fuch terrible Westerly Winds, and Storms of Thunder and Lightning, that I could compare it to nothing but Doomsday. Besides what has been said above, I attribute this to the shifting of the Monfons; for about the Molucco Islands, the S. E. Wind begins to reign the latter End of April, and continues 'till the latter End of September, being reckon'd the bad Monfon, because very subject to hard Gales of Wind, with much Thunder, Lightning, Rain, and thick Weather, the most violent Part of it in June, July, and August; after which it abates, and in September quite breaks up. Then begins the Westerly Monson, which continues the other half of the Year, and is counted healthy, because the Weather is generally clear, with moderate Westerly Breezes of Wind. At Batavia it is quite contrary; for there the Eafterhy Monson is counted the good, and the Weferly the bad; the Easterly beginning in April, and ending in Odober; and the Westerly lasting the other fix Months; there being generally thick Weather, with hard Gales of Wind,

Wind, and much Thunder, Lightning, and Rain in December, January, and February.

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To return to our Voyage, the Weather prov'd fuch, as broke most of our Main Foul Wea-Shrouds, several of our Stays, most of our running Ropes, and the Mizen Gears; fo that the Yard came by the Board, broke in feveral Pieces, and knock'd down Mr. Pope, my Lieutenant, who lay speechless for some Time. but foon after came to himself. Most of our Sails were split, and I bent others. I was supply'd with new Shrouds by Capt. Rogers, and with others from Capt. Courtney; besides all which, my Ship was very leaky. Duke and Dutchess far'd not much better, and the Prize fplit most of her Sails, but the Ship is fo ftrong, that no Weather could well damage her. I could not imagine we should have met with fuch boifterous Weather in that Latitude, so near the Sun. It was as bad as what we met with at Cape Horn, but only warmer. Sometimes the excessive hard blowing oblig'd us to lie by, and then again to bear away, by which we lost Ground considerably.

Monday 24: we had the Wind at W. S. W. and S. W. then stood to the Northward for the Island Mindanao, the bad Weather continuing 'till Friday 28, when we had less Wind at South, and fine Weather, when I got some salt Provisions from the Duke and Dutchess, mine being almost spent, and the Allowance so short, that I have known the Men give a Groat or six Pence a-Piece for Rats, and eat them very savourly. Latitude this Day 5 Deg. North, Longitude from the Island Moratay 2

Deg. 19 Min. West.

Saturday,

Mandanao Mand.

Saturday, April 29. our Water and Provifions being very short, and the Duke continuing leaky, a Committee was held on Board the Batchelor, where Capt. Rogers, and others, were for making directly to some Port in the Island Mindanao; but it was carry'd against them for feveral Reasons. This Island is one of the Philippines, and the largest of them, next to that of Luzon, where is the Spanish capital The Compass of Mindanao is City of Manila. about 300 Leagues, and the Body of it lies in about seven Degrees of North Latitude. The Inhabitants are most Gentiles about the Mountains up the Inland, and Mahometans about the Sea-Coast, except on the North Side, where the Spaniards have subdu'd a considerable Part, and converted many to Christianity; the King of Mindanao, who lives up the Country, being tributary to Spain. The Mabometans know very little of their Religion, and the Idolaters are a brutal Sort of People, There is on the Mountains a Breed of perfect Blacks, who are scarce a Degree above Beafts. These, and many others of the Natives, go stark naked, and delight in being below Men, for the fo much admir'd Sake of Liberty. Cinamon grows here wild on the Mountains, which also afford Gold; for it is found not only in the Rivers, but very often by digging; and in the Sea they take very good The Woods are stock'd with Variety of Birds, and several Sorts of Beasts running wild.

Islands.

Having mention'd the Philippine Islands, it Philippine would be improper to pass by, without giving some short Account of them. They are so many, that their Number cannot eafily be ascertain'd, lying from 5 to 20 Degrees

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of North Latitude; not to extend them, as some have done, to include Celebes, and many others, which cannot properly belong to The greatest of them, are Luzon, Minthem. danao, Tandaya, Mindoro, Mashate, Panay, Ifla de Negros, Abuyo, Cebu, and Matan, not to defcend to the many finall ones. They lie S.E. from China, N. E. from Borneo, and West from the Ladrones, or Marian Islands. The largest of them, and chief Seat of the Spaniards, to whom most of them are subject, is Luzon, where is the City Manila, their Capital. Michael Lopez de Legaspi subdu'd this Island, in the Year 1543, others were afterwards reduc'd by Degrees, and the last Conquests were in that of Mindanao, which Don Sebastian Hurtado de Corcuera, Governor of the Philippines, began to reduce in the Year 1635. I will not enter upon any Discourse concerning the Natives, or particular Descriptions of the several Islands, which would take up more Time than can be spar'd from our Voyage; but Trade being the Support of all Nations, and we having the Manila Ship in our Company, x will be convenient briefly to mention what the Commerce between these Islands and New Spain confifts in. The natural Commodities of the Islands themselves, are Pearls taken in the Sea round about them, Amber-Greafe found also in the Sea; excellent Civet taken from the Cats running wild on the Mountains, which they catch with Snares; Cinamon Trade of growing wild on the Mountains of Mindanao; Islands. Wax made in many of the Islands; a Sort of Cotton Cloth call'd Campotes, wove and much worn by the Indians; and a confiderable Quantity of Gold, found yearly in the Rivers, and brought down from the Mountains. All thefe

these Commodities are transported to No Spain, and with them many more they have from China, as Callicoes and Muslins, some of them the finest in the World; all Sorts of wrought Silks, and great Quantities of Silk both raw and fpun, Silks flower'd with Gold and Silver, with Loops and Galoons, Cusheons, Canopies, and Purelane; also Pearls Gold, Iron, Thread, Musk, curious Umbrel. las, fightly false Jewels, Salt-peter, Paper, white and of feveral Colours, Japan Work and inimitable emboss'd Works. The main Return from New Spain, for all these Goods, is Plate, the only Thing the Chineses covet, who trade at the Philippines, and fome European Commodities, for the Use of the Spanish Inhabitants of those Islands; which we will now leave, to return to our Voyage.



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## CHAP. IV.

The Voyage continuid among the Islands of India, and through several Streights to Batavia, the Capital of the Dutch Dominions in those Parts; some Particulars of the Island, Bouro, Cambava, Wanthut, Buton, Solayo, Madure, Carimon Java, and the General's Island.

At a Committee held on Board the Batchelor. April 29. 1710.

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T is agreed to make the best of our Way to the Island of Talao, where we hope to Supply our selves with Wood, Water, and Provisions, to cruize 10

or 12 Days for the same. In case the Wind should present sooner, so as that we can fetch Ternate, then to make the best of our Way for it; and in case the Wind should not present for Ternate, or the Island of Talao, then, if we see Occasion, to make the best of our Way for some Port of Mindanao. For all Opportunities of Slatches, going about, and carrying the Light, &c. we leave it to Capt. Courtney and Capt. Dampier.

Sign'd by most of the Committee.

Tuesday, May 2. 1710. in the Morning faw A Ring aa large Ring, like a Rainbow, quite round bout the the Sun. We had often a Ring or Bur about Sun. the Moon, and feldom miss'd of hard blowing Weather soon after. Latitude 3 Deg. 30 Min. North, Longitude from the Island Moratay 2 Deg. 55 Min. Weft. We ran by the Island

Island of Talao, without seeing it, by Reason of our being to the Westward; and Wednesday 3. in the Morning saw some Land, which we took to be a small Island lying between Celebes and Gilolo, bearing W. by S. distant so Leagues. Thursday 4. Latitude at Noon 1 Deg. 50 Min. Longitude from Moratay 2 Deg. 55 Min. West.

Strong Cur-

Monday 8. having had very uncertain Weather for some Days past, we now perceiv'd avery strong Current had set us to the Eastward near five Degrees more than we expected; for, to our great Astonishment, we found the Land we had feen the Thursday before, was Moratay, because, having made the Land this Morning, it prov'd to be Cape Noba, a Promontory at the East End of Gilolo, bearing S. S. E. distant 15 Leagues. At the same Time two other small Islands bore, the one South, and the other West. Perceiving now that we could not get up to Ternate, which we thought to have done with Ease, resolv'd to make the best of our Way thro' the Streight of Gilolo, that Passage lying between Cape Noba and the Western Point of New Guinea, or the Land of Papous, where there are many Islands to the Eastward, and some of them very near Gilolo. Latitude this Day at Noon per Estimation o Deg. 30 Min. North. I reckon Cape Noba lyes in the Latitude of o Deg. 5 Min. North, and Longitude from Moratay 2 Deg. East.

Wednesday, May 10. found a strong Current setting us to the West; and having had little or no Wind, gain'd little Ground; however got very near in with the Bite of Gilolo, the Land at Noon bearing from the S. E. to the

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When it bears S. S. W. distant nine Leagues, shews thus.

The low flat Islands bearing N. N. E. from Cape Noba, distant 14 Leagues, and in about 20 Min. of North Latitude, shew thus when they bear from you N. by E. distant two Leagues. They are very full of green Trees.

Another Island bearing from Cape Noba, E. by S. distant 18 Leagues, shews thus when bearing N. E. by E. four Leagues distant from you. When you are farther to the East, you'll see several other small ones, almost joining to it.

The high Land bearing E. S. E. from Cape Noba, distant 18 Leagues, and in 20 Min. Latitude North, shews thus when it bears from you E. by N. distant fix Leagues. South from it, run out several small Islands or Rocks. Some Part of this Cape shew'd barren about the Hills, but coming near the Vales, appear'd full of green Trees, and very pleasant.



An Island bearing S. S.W. distant 30 Leagues, and in the Latitude of 1 Deg. 30 Min. South, shews thus when bearing from you S. by W.

D 2 distant

distant five Leagues, being a small high Island, and very woody. To the N.W. of it, are two finall Islands at some Distance, and one to the S.E.

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Monday, May 15. The Winds having been very variable from the South to the East, and E.S. E. and a strong Current still setting to the Westward, we gain'd the Days past little Ground; but pass'd by several Islands, lying near Cape Noba, one of which lyes in 20 Min. North Latitude, and bears N. N. E. from the faid Cape, diftant 14 Leagues, mention'd p 35, and laid down, being the fecond of the Bearings. It is a low flat Island, very well cloath'd with green Trees, and affords a pleafant Prospect; but at the East End of it then are Shoals, and at the West End is another finall round low Island, almost joining to it We fent our Pinnaces a-shore at this Island, to fee if we might wood and water, and whe ther there were any Inhabitants. At their Return, they inform'd us there were none to be feen, but only Places where there had been Fire lately, no Water, yet abundance of large Trees of feveral Sorts, and among them many Cabbage-Trees, and Plenty of Fish near the We stood to the East towards several other Islands, some of which lye near the La titude of the Cape, and are higher Land, a appears by the Figures above-mention'd, with deep Water about most of them; for w founded several Times, when clear of the flat Island, and found no Ground. Our Men at that Island faw the Track of feveral Torto fes, but could get none. We ply'd to Wind ward, and weather'd the Cape the 14th in the Morning, and stood away S. S. E. and the Current fetting frong to the Westward, found

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we made but a S. S. W. Courfe. That fame Evening we saw the Land of Papous or New Guinea, which is high craggy Land, inhabited by Blacks; but we were a good Distance from the Shore. This Day the Duke, Dutchefs, and Marquis, were supply'd with near a Month's Bread from the Batchelor; our Water grew very short, so that the Men had but at Quart a Day for some Time past. This 15th Day at Noon, Cape Noba bore N. N. E. distant 19 Leagues; at the same Time saw an Island bearing S.S.W. 8 Leagues from us. It is small and high, and I take its Latitude to be I Deg. 30 Min. South, mention'd p. 35. and represented, being the 5th of those Bearings; N. W. from it, are two other finall ones, and another to the S. E. Our Latitude this Noon per Estimation, 50 Min. South; Longitude from Cape Noba, 20 Min. West.

Monday 17. the Weather excessive hot, with fmall Breezes from the N. E. to the E. S. E. and sometimes calm, the Current still continuing to fet very ftrong to the Westward. At Noon got up to the Island above-mention'd, in I Deg. 30 Min. South Latitude, which is full of green Trees from the Water-fide, up to the very Mountain. I founded very near the Shore, and found no Ground with the deep Sea-Line. From hence we could fee feveral other small Islands, full of Trees, lying, as I thought, in a Line from this Place N. W. to Gilolo, and S. E. to the Coast of New Guinea. Naturalists differ very much in Opinion concerning these Islands of India, some affirming they were created with the World, when the Author of Nature separated the Land from the Water; others, that they were made by Noah's Flood; and others fup-

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pose

pose them to have been cut off from the Continent by Inundations of Provinces, Tempelts, Earthquakes, Eruptions of Fire, and other Accidents, which occasion Alterations both at Sea and Land; and this feems probable enough, for where shall we hear of more burning Mountains, dreadful Earthquakes, amazing Thunder and Lightning, terrible Hurracanes, strong Currents, and violent Rains, than in these Parts, at certain Seasons of the Year? These are forcible enough to rend one This Day at Piece of Earth from another. Noon we were in 1 Deg. 25 Min. Latitude South, and 34 Min. Meridian Distance from Noba West. At Midnight made Shift to get through between the Islands, where we met with strong Tides and Counter-Currents, infomuch that fometimes our Ship would not feel the Helm, but ran quite round.

Thursday 18. made the Southern Part of Gilolo, and another long Island, which lies to the Eastward of it, and at the same Time saw the Islands we had left the Day before.



At Noon the South Point of Gilolo, bearing W. by N. distant 12 Leagues, shew'd thus.

The Body of the long Island above-mention'd, bearing N. W. by N. distant 6 Leagues, shew'd thus.

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The other three small Islands, shew'd thus; (A) bearing N. N. E. fix Leagues distant; (B) N. N. E. half E. feven Leagues; and (C) N. E. half N. 10 Leagues; the Latitude of this last 1 Deg. 30 Min. as was faid before. The Ship's Latitude this Day at Noon 1 Deg. 50 Min. South, Longitude from Cape Noba 51

Min. Weft.

Saturday, May 20. a fresh Breeze at S. E. with ftrong Currents, fetting us sometimes to the Bouro South, and at others to the North. Past by Mand. many Mands, leaving them to the S. E. of us. At Eight this Morning made the Island of Ceram, as we then thought, but it prov'd to be Bouro, and were come very near by Noon. It is high Land, full of Hills and Vales, and shews woody, but the Trees did not look fo green as in the finall Islands. This is an oval Island, inhabited by a People much like those of New Guinea, and are Mahometans; produces Plenty of Rice, some Spice, and other Indian Commodities. This Island Bouro, when the Eastermost Point bears E. half S. distant fix Leagues, and the Westermost Point W. S. W. distant nine Leagues, shews as over the Leaf, at p. 40.

At

At Noon the Eastermost Point of it bore E. half S. distant six Leagues, and the Westermost W. S. W. distant nine Leagues, in which Position it shew'd thus. Ship's Latitude three Deg. South, Longitude from Cape Noba to the Western Point of Ceram

1 Deg. 30 Min. Weft.

Sunday, May 21. having a hard Gale of Easterly Wind at Night, stood to the Westward, and for some Time had such a Head. Sea, occasion'd by the Current, that I thought the Ship would have pitch'd some of her Masts by the Board, which made her so leaky, that we could hardly clear the Water. Monday 22. in the Morning little or no Wind; whence I conclude India is the worst Country in the World for Storms and Calms, and thick, rainy, unwholsome Weather. Latitude at Noon 3 Deg. South, Longitude from the N.W. Point of Bouro 30 Min. West.

Thursday, May 25. at Four in the Morning, steering away S. W. saw a low Island right a-head of us; and when it was clear Day, bore away for the N W. End, where we faw an opening, and prov'd to be two Islands, almost join'd. They were very full of green Trees, and by the Sea-side feveral Groves of Coco Nut, Plantan, and other Sorts of Fruit Trees, which appear'd very pleasant. Up the Bay we saw feveral Boats, Houses, and abundance of the Native Malayes, walking along the Shore. We fent in our Boats for Provisions and Pilots, and the Duke and my felf turn'd up very near to the Town; but founding feveral Times, found no Ground. The Natives inform'd us there was a Bank opposite to the

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Town, where we might anchor. Abundance of People came off with Indian Wheat, Coco Nuts, Yams, Patatas, Papas, Hens, and feveral Sorts of fine Birds, to truck with us for Cloaths, Knives, Sciffars, and other Toys, being very civil to all Appearance. They are Mahometans, of a middle Stature, and tawny; but the Women somewhat clearer than the Men, having very long black Hair, their Mouths, Lips, and Noses small. They wear a Linnen Wastcoat, which reaches only to the lower Part of their Breasts, and about their Waste a Piece of Cloth three or four Yards wide, and a Yard deep, which they wrap about them instead of a Petticoat. The Men that came off, were all naked, having only a Cloath roll'd about their Middle, to cover what ought to be. Some of the better People had a loofe Sort of Wastcoat, and a Piece of Linnen roll'd about their Head, with a Cap of Palm-Tree Leaves to keep the Sun from fcorching. They brought off feveral Cacatoes and Parrots, very fine Birds. Along the Shore-side we saw several Weares they had to catch Fish. In turning up, we found the Current very strong against us, and the Prize loft Ground confiderably; wherefore in the Evening the Dutchess fir'd a Gun. We ran out, and drove all Night. The Names of these two Islands, are, Cambava and Wanshut. The which

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when bearing S. S. W. half a League distant shew as in the Margin. From hence the Middle of the Island Buton bears West, distant 8 Leagues. I take these two Islands to be in the Latitude of 5 Deg. 10 Min. South, Longitude from the Island Bouro 2 Deg. West.

Sunday 28. at Four in the Afternoon came to an Anchor in 18 Fathom Water, 3 Leagues from the Town of Buton, in 5 Deg. 40 Min. Latitude South, Longitude from Cambava 30 Min. West, off a Point of Pulo Shampo on the N. by E. Side, Pulo Shampo bearing S. by W. distant half a League; Pulo Passia N. N.W. two Miles; Pulo Bouna N. by W. five Leagues; the high Land off of Pulo Cubina W. eight Leagues, and the Southermost Land in Sight W. by S. 10 Leagues. Monday 29. in the Morning Capt. Dampier, Mr. Connely, and Mr. Vanbrug went with a Present to the King of Buton, to defire he would supply us with Provisions, and a Pilot to conduct us to Batavia. Tuesday 30, in the Morning a Parao came from the King, with a Nobleman, who had neither Shoes nor Stockings, and a Pilot to carry us up to the Town. He ask'd, how we durst come to an Anchor there, without Leave from the Great King of Buton, as he stil'd him. He brought each Commander a Piece of Buton strip'd Cloth, a Bottle of Arrack, some Rice in Baskets, &c. as a Prefent from the King; as also a Letter from the Officers we had fent ashore, giving an Account that they had been very well receiv'd, and that the Town where the King refides, is large, wall'd and fortify'd, and has feveral great Guns. Another Present was return'd, and five Guns fir'd by every Ship at the Messenger's going off; at which he seem

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d very well pleas'd. We wooded and waer'd at the Island Shampo, and several Pagos came off to us with Fowl, Indian Corn. Pompions, Papas, Lemons, Guinea Corn, &c. which they truck'd for Knives, Scissars, old Cloaths, &c. The People were civil, but fold very dear; yet, our Officers making a longer Stay at the Town than was intended. we began to suspect they might be detain'd, those Moors being very treacherous. However, we heard from them every Day, and on Sunday, June 5. the Dutches's Pinnace came down with Lieutenant Connely, who told us there was four Last of Rice coming, which was bought of the King, and cost 600 Dollars, 50 Dollars in Tale being allow'd to make up the Weight, because the Royals were light, and that Mr. Vanbrug was detain'd for the Payment. The next Morning it came, and was equally distributed among the four Ships, some great Men coming to deliver it, and receive the Money. A Portuguese sent by the King, was detain'd 'till our Boat returned, and the Provisions began to come more plentifully and cheaper.

The Town of Buton is feated on the Afcent Buton of a Hill, on the Top whereof is a Fort, en-Town. clos'd with an old Stone Wall, on which there are Guns and Pedrero's mounted. The King and a confiderable Number of People live in the said Fort, where an Herb Market is kept every Day. The King has five Wives. besides Concubines, and four Men call'd Pury Bassas, who carry great Canes, with Silver Heads, to manage his Affairs. His Majesty, on his long black Hair, wears a Sort of green Gause strew'd with Spangles, goes always bare-footed and bare-legg'd, is sometimes clad

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like a Dutch Skipper, but when he appears in State, has a long Calico Gown over his short Tacket. In Council he fits on a Chair covered with red Cloth, is always attended by a Serjeant, and fix Men with Match-Locks, befides three others, one of which wears a Headpiece, and carries a large Scimiter in his Hand. another holds a Shield, and the third a great Fan: four Slaves fit at his Feet, one of them holding his Betele Box, another a lighted Match, another his Box to smoke, and the fourth his Spitting-Bason. The petty King and great Men fit on his Left Hand, and be fore him, every one of them attended by a Slave in the Council-Chamber, where they Imoke Tobacco, and chew Betele in the King! Presence, and speak to him sitting cross-legg'd, joining their Hands, and lifting them up to their Forehead. The Town of Buton is very populous, and by it runs a fine River, which they fay comes down from 10 Miles up the Country, ebbs and flows confiderably, and has a Bar at the Entrance, so that Boats cannot come out at low Water. At least 1500 Boats belong to this River, 50 whereof are Paraos for War, carrying Pedreros, and 40 or 50 Men each. About 50 Islands are tributary to the King, who fends fome of his Paraos once a Year to gather in the Tribute which confifts of Slaves, each Island giving him two Inhabitants out of every hundred There is one Mosque at Buton, which is Supply'd with Priests from Moca, the People being Mahometans. They are great Admiren of Musick. Their Houses are built upon Stilts. Dutch Money is current there, and Spanish Dollars. Wednesday nd

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Wednesday, June 7.1710. The Duke's Pinnace being come from the Town with Mr. Vanbrug, and the rest of the Men, at Five this Morning the Dutchess sir'd a Gun to anmoor, which I did, and weigh'd; but there being little Wind, and a strong Tide against us, came to an Anchor again at Noon. The Gunner of the Dutchess was sent Aboard me, and another Officer Aboard the Duke, for a Mutiny.

Mand Shampo

Thus shews the Island Buton, and other Parts about it, here mention'd, Lat. 5 Deg. 55 Min. South.

At

At Four in the Afternoon weigh'd, with a small Breeze off the Shore, and made easy Sail all Night, to keep the Prize Company, steering away W. S. W. to get clear of Point Cubina; and Thursday 8. had a fine Breeze at East, and fair Weather. At Noon Point Ch. bina bore N. distant 7 Leagues. The Wind then coming to S. E. we hal'd up W. by N. 'till Twelve at Night, and then brought to 'till

Friday, June 9. at Four in the Morning, then made Sail again; and as foon as it was Day, faw the Island Solayo, or Zelayer, as our Sea-

Solayo Iffand.



men call it, lying very close to the great Island Celebes, and inhabited by Malayans, who are faid to pay Tribute to the Dutch. Between the South End of Celebes, and this Island of Solayo, are three The finall low Islands. belt Passage is between that which lies next to Solayo, and a little one lying to the Northward of that, as may be feen by this Figure. This is call'd the fecond Passage from Solayo, and much the for in the first better; there are many Shoals, which may be feen at a Distance, and in that next to Celebes it is necesfary to anchor fometimes for the Land-Wind; but there is no Danger in going

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going thro' this, provided there be a leading Gale of Wind, and you mind to keep over to the Island that lies to the Northward, because there commonly fets a strong Current from the Shore of Celebes to the Southward. It is very dangerous going to the Southward of the Island Solayo, and the Pilot assur'd me, that the Dutch will never venture that Way; but that all the Amboyna and Ternate Ships come through the aforefaid Paffage. This Morning we saw a Parao off the Passage, and gave Chase to her 'till Twelve, then brought to for the Prize, and the Pinnaces went in Quest of the Parao, and soon brought the Master Aland board the Dutchess. He was a Malayan belonging to Macassar, bound thither, came last from said Buton, and inform'd us, that he had been Pith lot to feveral Dutch Veners in the and the and engag'd to carry us thro' these and the which was very agreeable, we being all unacquainted there. We The promis'd him a Suit of Cloaths, and as much Money as he could in Reason ask, to go with is to Batavia. By Night we were through the Passage, without any Difficulty. Our Course torrected from the Island Shampo, to the Pas-inby age of Solayo West, 100 Miles. Latitude per all'd Observation 5 Deg. 45 Min. South, Longitude from from Shampo I Deg. 40 Min. West. the

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Thus shews the Passage of Salango, when the Islands bear from you as on the Side.

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Saturday 10. in the Af ternoon we fteer'd N.W. by N. between the S.W. Part of the Island Cele bes, and Salango, an Island lying off, sometimes haling up North, and faw the Water was chang'd and we were in Soundings most Part of the At Two in the Day. Afternoon founded, and had always fix or feven Fathom Water at leaft, in running thro'. At Six got clear, and flood to the Westward, to go between two fmall which lay to Islands. the Westward of us; but Night drawing on, o blig'd us to come to an Anchor, in 12 Fathom

Water, the S. W. Part of the Island Celebri bearing N. E. by N. distant five Leagues, and the Passage between the two Islands S. W. by

S. distant two Leagues.

Sunday 11. at Six in the Morning weigh'd, and steer'd away S. W. by S. through the Palfage, and then more to the West, having 1 fresh Breeze of Wind at S. E. Fifteen League S. W. by W. from this Passage, are three small low Mands, and near to them there are Shoals, fee to avoid the which, all Ships keep to the South fer ward,

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ward of them, and then hale away more Weferly. At Noon the S. W. End of the Island Celebes bore East, distant 10 Leagues. Near that Place the Dutch have a strong Garrison, call'd Macassar, which formerly belong'd to the English. Our Pilot's Boat attended us 'till we were through the last Streight, and then bore away towards Macafar, without going Aboard the Dutchess for their Master; with which we were well pleas'd; as being fecure of fo able a Pilot; and he no less contented, expecting a good Reward. Our Latitude per Observation at Noon 5 Deg. 45 Min. South, Longitude from the Streights of Solayo I Deg. 30 Min. W. the S. W. End of Celebes bearing E. distant 10 Leagues. In the Afternoon faw 3 small Islands to the Northward; at Four one of them bore N. N. E. distant seven Leagues, and another N. N. W. distant four Leagues. Rood 'Till that Time we had fleer'd S. W. by W. and then all Night W. S. W.

Monday 12. The last twenty four Hours our Course was W. S. W. Distance 110 Miles. Latitude at Noon per Estimation 6 Deg. 27 Min. South, Longitude from the S.W. Point of Celebes 2 Deg. 12 Min. West. At Six in the Evening a small Island bore N. W. by W. distant 11 Leagues; and Tuesday 13. at Six in the Morning, another small Island bore S. S. E. distant nine Leagues. The last twenty four Hours fail'd West, half South, Distance gh'd, 110 Miles. Latitude this Noon 6 Deg. 38 Pal Min. South, Longitude from the S. W. Point of Celebes, 4 Deg. 1 Min. West. In the Afternoon made an Island lying to the Eastward of Madure, and at Six in the Evening the West-noals, stermost Part of it bore S. W. by W. distant seven Leagues.

Wednesday

The Land of

Wednesday 14. faw several Paraos, ply. ing to Windward, and Fither-mens Buoys, as we ran along the Shore. A very sweet Scent came off from the Mand, which shews low and pleasant, we being then off Madure, a large Island, lying at the N.E. End of Java, At Noon the N. End of Madure bore & distant 12 Leagues. Our Course the last 24 Hours W. Distance 100 Miles Latitude per Estimation 6 Deg. 38 Min. S. Longitude from the S. W. Point of Celches, 5 Deg. 41 Min. W. Steer d W. 'till Ten at Night, then W. by S. 'till

Thursday 15. at Six in the Morning then hal'd away W. by N. and W. N.W. This Morning faw a high Land, being the Northermost Part of the Island Fava call'd Fapara. Thus it shews when the Mand bears from you W. S. W. as in the Margin, distant five Leagues. Noon the Westermost Part of Japara bore W. distant 7 Leagues. Latitude per E. stimation 6 Deg. 38 Min. S. Longitude from the S. W. Point of Celebes, 7 Deg. 11 Min. W. Course the last 24 Hours W. Distance 90 Miles. From Noon Iteered W. N. W. and N. W. by W. 'till Sir in the Morning.

Friday, June 16. then faw the Island Carimon Fava, which shews as in the Margin, when bearing N. N. E. diftant 4 Leagues. Then hal'd away W. and W. by S. The last 24 Hours Course W. N. W. Distance 90 Miles; Latitude Gen per Estimation, 6 Deg. 4 Min. South; Mi Longitude from the S. W. Point of Co in lebes, 8 Deg. 34 Min. Welt.

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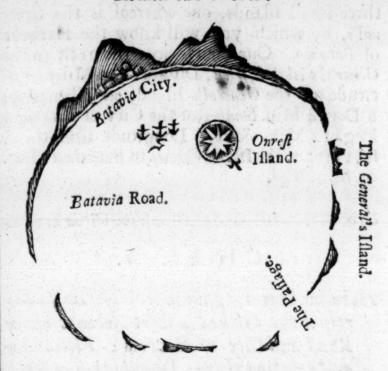
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Monday 19. The Days not mention'd, had Java Land and Sea Breezes, from the N. N. E. to Mand. the S. E. and very hot Weather. Saw two Ships, and feveral Boats, and pass'd by several Factories. The Island Java is in some tude Places very low Land. We anchor'd feveral Deg. Times two Leagues off the Shore in 15 Fathom Water, very holding Ground. At Seven this Night came to an Anchor in 15 Fathom, a-I Six bout three Leagues E. N. E. from the General's Island, which lies off the Harbour of General's fland Batavia. On this Island is a Wind-mill, and Island. the great Store-houses, where the Dutch land the Stant Spice they bring from the Moluccos. Tuesday 20. in the Morning sail'd again,

ourse with the Wind off the Sea, and at Noon the itude General's Island bore W. by S. distant two outh; Miles; whence we could plainly fee the Ships of Co in the Road of Batavia. Note, That when you come from the Eastward, you will fee

E 2

three small Islands, one whereof is the General's, by which you will know the Harbour of Batavia. Our Course since the 16th to the General's Island, West, Distance 120 Miles. Latitude of the General's Island, per Estimation, 6 Deg. 4 Min. South; of the City of Batavia 6 Deg. 10 Min. South. Longitude from the S. W. Point of the Mand Celebes, to Batavia, 11 Deg. 34 Min. Weft.

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## CHAP. V.

How a Day is gain'd or lost in failing round the Globe; a short Account of the Road and City of Batavia; Victualling and refitting there; Distribution of Plunder; Money advanc'd to Officers; the Ship Marquis fold; Orders and Refolutions of the Committee.

A Day lift in failing round.



E came to an Anchor at Seven in the Evening, in Batavia Road, on Tuesday, June 20. 1710, according to our Reckoning, but with the Dutch it was Wednesday, June

21; for we had loft 18 Hours in going round to the Westward, and they had gain'd fix in failing to the Eastward, which made a whole Day Difference between our Account and theirs. The Reason of it is, that a Ship sailing to the Westward, and so following the Course of the Sun, makes every Day something longer than it would be, continuing upon the same Meridian. Thus in every 15 Degrees the removes Westward, from the Meridian

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dian where she first set out, she gains an Hour, in 90 Degrees fix Hours, and in the 360, which compose the whole Circumference of the Globe, will find a whole Day short in her Reckoning, according to the Account of the Place she arrives at. The contrary happens to the Ship that goes to the Eastward; for as the advances against the Course of the Sun, the lofes to much of every Day, which is thereby shorten'd, and becomes less than 24 Hours, by Consequence gaining an Hour in every 15 Degrees, and in failing round the World 24 Hours, and therefore will be a Day before the Account of the Place she arrives at. By this it appears, that the Ship which fails round the World Westward, loses a whole Day, and that which performs the same Voyage to the Eastward, gains a Day. So we having made the greater Part of the Circumference, and the Dutch at Batavia the other Part the contrary Way, our Loss and their Gain made up the 24 Hours, and thus we came to differ a Day.

We anchor'd here in five Fathom Water, Batavia the Ground fo foft and oufy, that the Anchor Road. finks above a Fathom, so that it cannot foul, and therefore Ships always ride fingle. The Town bore S. by E. distant a Mile and a half; the General's Island N. N. E. distant about three Leagues; and the Island Onrest bore N.W. by N. distant two Leagues and a half. At this Island the Dutch clean and careen all their Ships, and have two Windmills on it to faw Timber. They hale their Ships along the Side of a Wharf, where there are two Cranes to discharge them, and Store-Houses to lay up the Goods. The Dutchess fir'd 13 Guns to falute the Dutch Flag; but it being Night, he did not then answer, yet the next Morn-

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ing he fent his Boat Aboard, to beg the Captain's Pardon for that Omission, which he would then repair. Soon after the Duke fir'd 13 Guns, and the Dutch Flag answer'd both our Ships Gun for Gun. Between Twelve and One, two English Gentlemen came Aboard us, the one Captain of an English Ship, there being three and a Sloop in the Road, all belonging to Madrass. All we Commanders went ashore, and landed at Bomb-Key, whence we proceeded to the Shabander, who conducted us to the Castle, before Abraham Van Ribeck, General of India, who receiv'd us very kindly, and ask'd several Questions relating to our Voyage, which we answer'd, shew'd him our Commissions, and ask'd Leave to victual and fit our Ships. He directed us to fend him an Account in writing of all the Particulars we stood in need of, and he would give us his Anfwer.

Batavia City.

We went thence to fee the City of Batavia, which is the Metropolis of the Dutch Dominions in India, and feems to be bigger than Briftol. It stands in a Bottom, and therefore is not very healthy, but always extraordinary hot. The Inhabitants are Dutch, who are Masters of it, a Number of Portugueses, and above 200000 Chineses, besides Malayans, Javans, Persians, Blacks, &c. The Languages generally spoken among the Europeans, are either Dutch, Portuguese, or Malaye. The Houfes are large and pleafant, as are the Streets, through the Midst of most of them runs a large Canal, with Trees on both Sides, to shade their Houses, and Arbours. The Town is wall'd and moated round, and well fortify'd with good Guns. The Governor has 10 or 12 prime Men for his Assistants, most of whom

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whom have been Governors of Amboyna, Banda, or some other Places. There are seven Churches in the City, belonging to the Dutch, Portugueses, and Malayans. Thus much may fuffice concerning it in general, there being many particular Descriptions of it extant, to which the Curious may have Recourfe. I shall only add, that the principal Inhabitants have, without the City, very pleasant Country Houses, Gardens, and Canals. They have of late planted abundance of Coffee- Trees, and have very many Sorts of Fruit. The chief Product of the Island Java, on which this City stands, is Pepper.

Soon after our Arrival at Batavia, went about fitting the Marquis, that being first order'd upon the Careen, the Shabander having allow'd us feveral Malaye Caulkers. When we came down to the Bends, found them, as well as the Stern and Stern-Post, so much wormeaten and rotten, the Ship being very old, and having only a fingle Bottom, that we order'd a Survey of Carpenters to view her, who all agreed there was no fitting of her in that Place for going about the Cape of Good Hope, her Condition being extraordinary bad, which oblig'd us to hire a Vessel to take out her Lading: Then apply'd our felves to fitting of the other Ships, could not prevail for Leave of the Government to repair to the Island Onrest, but were allow'd to go to the finall Onrest and low Island Horn, which is near the other, in- igands. habited by a few Malaye Fisher-men, and on it are abundance of Coco Nut, Plantan, Papa, Guava, and other Fruit Trees. The Government allow'd us a finall Vessel of that Sort they call Champans, to careen our Ships by. We then hove down the Duke and Dutch-

els.

ests, and found their Sheathing much wormeaten in some Places. The Dutchess, in heaving down, sprung her Fore-mast, but we soon got another; and the Duke, after careening, was still leaky. I repair'd to this Place with the Marquis, took in all the Lading of the other Ships, and lay Aboard, on the off Side, to relieve the other Ships when on the Careen. When the Ships were fitted, return'd again to Batavia Road, where we rigg'd the three, and sold the Marquis, after taking out all her Goods, and most of the Stores, to Capt. Opic and Capt. Oldham. Then all the Officers and Men were distributed among the other Ships,

except one Dutch-man, who ran away.

The Weather was extream hot during our Stay. Many Men and Officers fell fick, and I was one of the Number. The Master of the Duke, the Gunner of the Dutchess, and several of our Men, dy'd of the Flux. John Read, a young Man belonging to the Dutches, venturing to fwim, had both his Legs fnapp'd off by a Shark, which at the second Bite, before we could get him aboard, took off the Bottom of his Belly, fo that he was dead before we could take him up. During our Stay, we had the Liberty of the Town and Markets to buy what we pleas'd, yet found it very difficult to get falt Provisions, and were therefore oblig'd to kill feveral Bullocks, and pickle the Flesh, taking out all the Bones. Arrack, Rice, and Fowl, were cheap, and Beef not above two Stivers a Pound. Several English Ships arriv'd here at this Time, as the Rochester and Springer for China, Capt. Opie in a separate Stock-Ship, and others of those Parts. Bay is feldom without some large Dutch Veffels,

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na ve sels, driving a great Trade from thence to all the Countries round about.

Having continu'd here many Days, and being to fettle all Affairs for our Return into Europe, several Committees were held to that Purpose, the Resolutions whereof it will be convenient to insert, as containing some material Points relating to our Voyage.

At a Committe held on Board the Batchelor Frigat, June 3. 1710, in the Road of Batavia.

A Greed to open and new pack all Goods Care of A that appear damag'd; other Bails, which Provisions, were not so, to be new cover'd with waste &c. Cloth, or Tarpaulins, if necessary. Mr. Vanbrug and Mr. Goodal should be at every Place, and the rest of the Agents accountable to them, and deliver them Duplicates of the whole, and ready to give Account to a general Committee. That Capt. Courtney should provide the Ships with all Necessaries, and Capt. Rogers, as foon as well, affift in it, and each Commander to give them a List of what was wanting from Time to Time. to continue ashore, and send Provisions for all the Ships, and keep a Book of the whole, and fend it as early as possible, in a Country-Boat, not above nor under 350 Pounds every other Day, or as often as he could conveniently, as llo Greens, Carrots, Eggs, or other small Refreshments, more than the common Allow-A fuitable Quantity of Arrack and Sugar to be fent aboard each Ship, to give a Quart per Mess; but whilst on the Careen, he Allowance might be enlarg'd, as the Comnanders should think fit. If any Thing else vere found necessary, for Dispatch, to avoid

the Delays of the Committee meeting, it was

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left to Capt. Dover, Capt. Rogers, Capt. Courtney, and Capt. Cooke, who were to meet and have the fame Power as the whole Committee. In Case of such Haste, that all four could not meet, then any three to act; Mr. Vanbrug to continue Agent of the Duke, Mr. Goodall of the Dutchess, Mr. Vigor constituted Agent of the Batchelor, and Mr. Parker of the Marquis, to keep Account of all Things aboard each Ship, and take Care of the general Interest. Agreed also to divide the Plunder aboard the Batchelor, and Capt. Dampier and Mr. Glendal appointed Judges of what ought to be given as fuch, and to govern themselves, as near as possible, to the Resolutions of the Committee of the 13th of April 1709. For the more Difpatch, Mr. Ballet, Mr. Appleby, Mr. Selkerk, Division of and Mr. Smith, in appraising and dividing the faid Plunder, to account for the Officers, and the Sailors allow'd to agree on a Man for each Ship, to act in Conjunction with those above, for the general Good. Mr. Vanbrug and Mr. Goodall to be prefent at the appointing and dividing of the Plunder, and to receive what belong'd to their Charge. Trading was prohibited with the Inhabitants of Batavia, or the Natives of the Island, or in any Port of India; the same declar'd and publish'd at the Mast of every Ship, and a Protestation made against all Damages that might enfue by the contrary, and the Persons found guilty of such Offence. Refolv'd farther to give 100 Rix Dollars to the Pilot, who brought the Ships from the Streights of Solajo to Batavia. Order'd, that for promoting of their Dispatch, ten thousand Pieces of Eight should be deliver'd the next Day, being the

Plunder.

first of July, to the Captains, Dover, Rogers, Courtney, and Cooke.

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July 2. 1710. refolv'd to supply the Officers supcers of the Duke, Dutches, Marquis, and Bat-ply'd. chelor, with such Sums of Mony as shall be judg'd requisite to surnish them with necessaries for the long Voyage to Europe, it being reasonable to suppose that after so tedious a Navigation, without putting into any friendly Harbour, they must be in want of many Conveniencies. Orders were therefore given to the two Agents, Mr. Vanbrug and Mr. Goolal to deliver the said Sums out of the Money on Board the Duke or Dutches, as either Commander should think convenient, &c.

July 20. 1710. agreed in a Committee, that Marquis great Part of the Marquis's Cargo being perish'd through the Weakness of the said Ship, and Damage done by the Worm, which had aten through her Bends, and a considerable Part of her Bottom, the said Ship Marquis hould be there sold, and her Cargo distributed among the other Ships. The Captains Dover, Rogers, Courtney, and Cooke, empower'd to sell the same.

September

Money to the Seamen.

September 15. 1710. agreed to divide the Money receiv'd of Mr. Charles Douglas, for a Quantity of Plate fold him, among the feveral Ships Companies, which had been ad-Request to jug'd Plunder. Also to make it our Request to the Dutch General, to have leave to careen

to Officers.

the Duke at the Island Onrest, to fell the Mar. quis, to purchase a Supply of ten Hogsheads of Dutch Beef or Pork, and for Permission to carry aboard some Arrack and Sugar for the Allowance three Ships. It was also agreed to allow the following Particulars for the Use of the Officers in the great Cabbin of every Ship, viz. Butter, sweet Oil, Bread or Rusk, Flower, Tamarinds, Spelman's Neap, Cheefe, Cape-Wine, and some Spanish Money, to buy small Necessaries.

> September 23. 1710. Contents of a small Box adjug'd and accounted Plunder, exchang'd by Order of the Committee, for the Use of the Owners, and valu'd as follows.

> > Dollars.

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A: Box of 2 Papers of Gold, making together 57) Plunder. Ounces, 7 Penny Weight and a 0700 half, at 14 Spanish Dollars per Ounce-

> 1 Paper of Silver, weighing -2 Strings of Stone Rings, fet in Gold, 7 A Girdle with Relicks and Toys, at-0051

> > 42

Dollars.

2 Boxes, 19 Images fet in Silver, ) 1 filver Crucifix, 3 Purses, 3 Cups tipp'd with Silver, some Amber and >0060 Coral, 2 old Silver Watches, and 1 Amber Rosary in Filigrane Work-) Diamond Rings-Gold Chains-Silver hilted Swords.

Total 1341,2

#### To Mr. Carlton Vanbrug,

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X7E direct you to keep the above Box and VV Contents, separate from the Plate belongg to the Owners, and to pay the above Sum of one on and three hundred and forty one Dollars Spaish weighty Money, to Mr. Robert Fry and Mr. Villiam Stretton, to be divided as Plunder aing the several Ships Companies.

Robert Fry, William Stretton, John Ballet.

Woodes Rogers, Stephen Courtney, Edward Cooke, Charles Pope,

September 30. 1710. Refolv'd at a Commit- Diffribut, that the following Persons shall proceed tion of Ofom hence for Great Britain in the following ficers. ups, Capt. Edward Cooke, second Captain in e Dutchess, Capt. Charles Pope, first Lieuteant in the Duke, Capt. William Dampier on ard the Batchelor; Mr. John Ballet on Board Dutchess; Mr. Robert Knolman, Master on ard the Batchelor; Mr. Alexander Salcrag, after on Board the Duke. Agreed also to the Ship Marquis, with all the Iron, plain wrought, together or separate, which

was left to the Management of the Captain Rogers and Courtney. Also that Captain Da pier should be farther supply'd with 200 Do lars Dutch.

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Refolv'd also by the Committee to supply Mr. Reynolds will Money to purchase Provi fions and other Necessaries for the Ships, and accordingly 500 Dutch Dollars were imme diatly put into his Hands, and Direction given for furnishing him with what mor should appear to be requisite.

Thefe Resolutions were all fign'd by the Committee, and I have here inferted only the Contents of them, to avoid Prolixity, an proceed on our Voyage.

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#### CHAP. VI.

The Passage from Batavia to the Cape of Good Hope; the Journal-Table; Let ter from thence to the Owners; De scription of the Cape, the Town, and Natives of the Country about it, ; Pre parations to return into Europe.

Departure from Batavia.



Aving compass'd all our Affairs Batavia, and taken in Provision &c. to serve us to the Cape Good Hope, on the 14th of Od ber, 1710, at Six in the Morn

ing, we were all three Ships under Sail, with the Land Breeze. At One in the Afternoon the Sea-Breeze took us, and not being able to weather the Islands, were oblig'd to come to an Anchor with our small Bower, in twelve Fathom Water, ouly Ground, the Island Horn bearing S. by W. distant two Miles, and the General's Island N. E. by E. half E. distant two Leagues. Several of the Supercargoes and Officers of the English Ships in Batavia Road, as Capt. Pike, Capt. Opie, &c. went out with us to Sea, to make up their Accompts, and wish us a prosperous Voyage.

The 15th at Six in the Morning weigh'd with a finall Breeze at S. W. at Noon had the Wind more Easterly, Bussians Island bore N. W. and at Six in the Evening the Point of Bantam bore W. half N. distant eight Leagues; at Seven came to an Anchor in 14 Fathom,

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October 16. at Five in the Morning weigh'd with the Land-Breeze, at Noon the Point of Bantam bore S. by W. the outermost Land W. by S. and the Island of Pulababe N. N. E. several sinall Islands on both Sides. Capt. Opie and Mr. Warren went away to Batavia,

carrying some Plate with them.

October 17. The Wind for 24 Hours past was at N. W. and about to S. W. At Noon the Island Duarte bore N.W. by N. another N. by W. and the outermost Point S. by W. We kept plying, making short Trips; Afternoon stood in, at Night stood off again 'till Nine, then tack'd and anchor'd in 14 Fathom Water, near the Java Shore; for when well over towards that of Sumatra, we had no Ground. The 18th at Eight in the Morning sail'd with small Gales of Wind at S. S. E. and S. all Night.

October 19. for 24 Hours had a fresh Gale of Wind in the S. E. Quarter. At Two in the Afternoon came to an Anchor with our belf Bower in a Bay, about a League to the Eaft. Java Head. ward of Fava Head, in 15 Fathom Water. oufy Ground, about a Mile from the Shore, Sent our Pinnace for Water, and then our Sail-maker, Wooders, &c. Capt. Pike and Mr. Block came in a Boat from Batavia, the first of them chiefly after his Steward, who I fuppose had conceal'd himself, unknown to most of us, aboard the Batchelor. In the Evening Capt. Pike lent us his Boat and Men; we put into her feveral of our Men, with Arms and Provisions from each Ship, and fent her away to Pepper-Bay, to buy Fowls and other fresh Provisions, giving them for that Purpose

Knives, and other Toys, which the Natives there value above Money. In the Evening, much Thunder, Lightning, and Rain, which put us in Fear for the Men sent to Pepper-

Continu'd wooding and watering

Offober 23. 1710. and fent feveral Men a-

shore to kill Buffalo's; which being extreme-

ly wild, they could shoot none, and durst not

stay ashore at Night, by Reason of the many Tygers. One of them was very near seizing a Man of ours, who, to save himself, was oblig'd to take the Water, at least 20 Shots

were made at the Tyger before he went off, and they saw several others at the same Time. The *Indian* King, and his People, dealt friendly with us, trucking Fowls, and what else they had to spare, for Knives, and the like.

They generally came aboard every Day; and we giving them some Trifle at their going off, they were kind to our Men ashore. The

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Wind commonly at S. E. a fresh Gale, and we were under some Apprehensions for our Men sent to buy Fowls at Pepper-Bay, having heard nothing of them since their Departure, and mistrusting the Boat might have been overset, or the Men detain'd by the Javans.

October 24. 1710. at a general Committee on Board the Duke.

A Greed to affist Capt. Richard Pike with the Batchelor's Long-Boat, ready fitted with all Necessaries to carry him to the Port of Batavia, he being destitute of a Boat, and desiring our Assistance. Sign'd by most of the Committee.

At a Committee held on Board the Duke, at an Anchor at Java-Head, October 24. 1710.

A Greed to make the best of our Way to the Cape of Good Hope; and if, through any Misfortune, any Ship should lose or part Company in our Passage, either by bad Weather, or otherwise, she to proceed to the Cape of Good Hope; and not finding the other Ships there, to stay 20 Days; and the missing Ship or Ships not appearing then, to make the utmost Dispatch to the Island of St. Helena; and if not there, to proceed thence, according to the Owner's Orders, for Great Britain. Sign'd as usual.

October 25. at Night the Boat return'd, to our great Satisfaction, with the Men, bringing about 12 Dozen of Fowl, some Mango's, &c. Capt. Pike's Steward came Aboard the Dutches, hoping we would canceal him; but Vol. II.

was immediately fent Aboard the Batchelor to his Commander, who gladly receiv'd, and

promis'd to pardon him.

October 26. 1710. at Seven in the Morning weigh'd with a fresh Gale at S. E. at Ten Capt. Pike and his Company parted from us, Capt. Rogers saluting them with seven Guns; we being far a-head, did not, but sent Capt. Opey's Carpenter, who was conceal'd Aboard of us, unknown to any of the Officers. Then we made Sail, and at Noon Java-Head bore E. by N. distant seven Leagues. From hence to the Cape of Good Hope, being a Run at Sea, I shall not enlarge upon it any farther, than as may be seen in the Table adjoin'd, containing all that was observable in this Passage.

It will be needless to add any Thing to this Table, wherein are all material Particulars,

as was faid above.

Good Hope.

December 30. 1710, at Nine in the Morning we came to an Anchor at the Cape of Good Hope, in seven Fathom Water, red Sandy Ground, the Norward Point bearing N. by E. the Island in the Offing N. by W. the Westermost Point in the Bay N.W: half W. the Peek S. W. by W. the Table-Land S. W. by S. We faluted the Garrison with nine Guns, and they return'd feven. Then the Donegal India-Man faluted us with feven, which we also return'd. Some Time after it clear'd up, when the Duke and Batchelor came in, and faluted with the like Number of Guns. Then we all moor'd S. E. and N. W. and went alhore to the Governor, who receiv'd us very kindly, and invited all us Commanders and Officers to dine with him at the Fort the next Sunday. Place is very well known for the high Sugar-Loaf

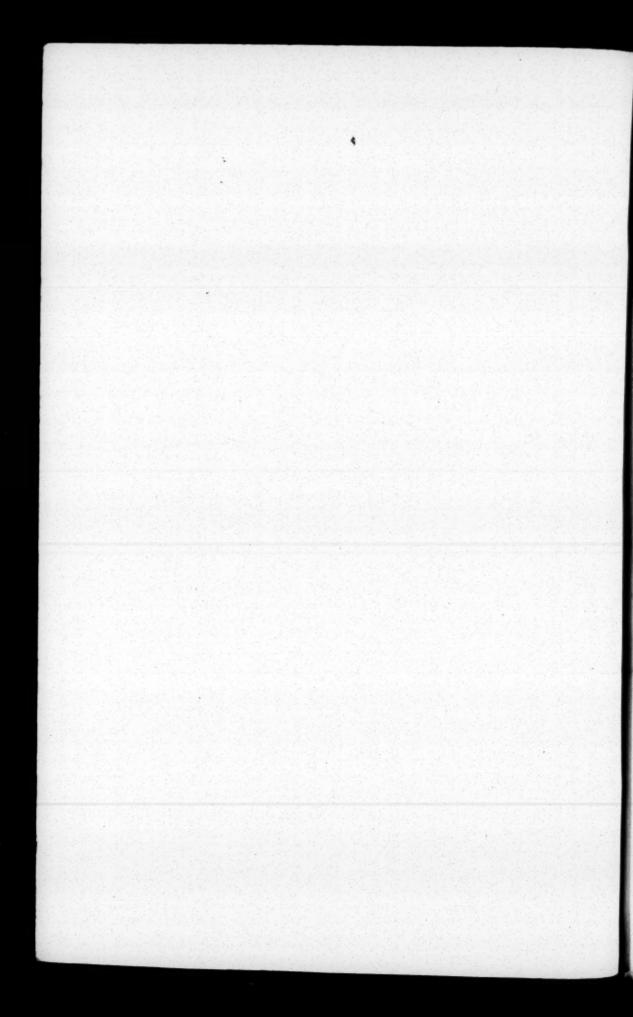
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A JOURNAL-TABLE of our Voyage, in the Ship Dutchess, for to the Bounds of Asia, to the Cape of Good Hope in Africa. Fava Head being in the Last 8 Min. East; the Cape in the Latitude of 34 Deg. 15 Min. South, and Longitude 17 Deg. E.

| Months and Days. | Course cor-   | Dista. | Northings in<br>Miles and Tenths. |         | Southings in<br>Miles and Tenths. |         | Eastings in<br>Miles and Tenths. |         | Westings in Miles and Tenths. |         | Latitude per Observation |                          | Latitude per<br>Estimation. |      | Longi-<br>tude. |     |
|------------------|---------------|--------|-----------------------------------|---------|-----------------------------------|---------|----------------------------------|---------|-------------------------------|---------|--------------------------|--------------------------|-----------------------------|------|-----------------|-----|
|                  |               | Miles  | Miles.                            | Tenths. | Miles.                            | Tenths. | Miles.                           | Tenths. | Miles.                        | Tenths. | Deg.                     |                          | Dæg.                        | Min. | D.              | M   |
| Octob. 26,27     | S.W.          | 122    | 0                                 | 0       | 85                                | 0       | 0                                | 0       | 85                            | 0       | 0                        | 0                        | 8                           | 30   | 1 1             |     |
| 28               | S. W. by W.   | 90     | 0                                 | 0       | 50                                | 0 -     | 0                                | 0       | 75                            | 0       | 9                        | . 0                      | 9                           | 0    | 2               | 4   |
| 20               | S.W.          | 121    | 0                                 | 0       | 85                                | 0       | 0                                | 0       | 85                            | 0       | 10                       | 25                       | 10                          | 25   | 1 4             |     |
| 30               | S.W.by W.     | 120    | 0                                 | 0       | 66                                | 7       | 0                                | 0       | 99 4                          | 7       | 11                       | 32                       | 11                          | 32   | 1 5             | 4   |
| Ct.31Nov.1       | W.S. W.; S.   | 250    | 0                                 | 0       | 100                               | 0       | 0                                | 0       | 226                           | . 0     | 13                       | .20                      | 13                          | 20   | 1.9             |     |
| 2,3              | W.by S. S.    | 235    | 0                                 | 0       | 79                                | 2       | 0                                | 0       | 221                           | 4       | 14                       | 39                       | 14                          | 39   | 13              |     |
| 4,5              | W.by S. 1 S.  | 200    | 0                                 | 0       | 79                                | . 0     | 0                                | 0       | 191                           | 4       | 0                        | 0                        | 15                          | 37   | 16              |     |
| 6,7              | W. + S.       | 150    | 0                                 | 0       | 14                                | 0       | 0                                | 0       | 141                           | 0       | 0                        | 0                        | 15                          | 51   | 19              |     |
| 8,9,10           | W.            | 181    | 0                                 | 0       | 0                                 | 0       | 0                                | 0       | 181                           | 0       | 0                        | 0                        | 15                          | 51   | 22              | -   |
| 11,12            | W. 1 S.       | 154    | 0                                 | 0       | 22                                | 0       | 0                                | 0       | 152                           | 0       | 16                       | 13                       | 16                          | 13   | 25              |     |
| 13,14            | W.by S.       | 245    | 0                                 | 0       | 47                                | 0       | 0                                | 0       | 224                           | 0       | 17                       | 0                        | 17                          | 0    | 29              |     |
| 15,16            | W.S.W.        | 270    | 0                                 | 0       | 103                               | 0       | 0                                | 0       | 249                           | 0       | 0                        | 0                        |                             | 43   | 33              | 2   |
| 17,18            | W.S.W. 1 S.   | 210    | 0                                 | 0       | 99                                | 0       | 0                                | 0       | 185                           | 2       | 0                        | 0                        | 20                          | 22   | 36              |     |
| 19,20            |               | 230    | 0                                 | . 0     | 22                                | 0       | 0                                | 0       | 228                           | 0       | 0                        | 0                        | 20                          | 44   | 40              |     |
| 21,22            | W.S.W.        | 220    | 0                                 | 0       | 84                                | 1       | 0                                | 0       | 203                           | 0       | 0                        | 0                        | 22                          |      | 44              |     |
| 23,24            | W.            | 250    | 0                                 | 0       | 100                               | 1       | 0                                | 0       | 208                           | 0       | 0                        | 0                        | 1 24                        | 27   |                 |     |
| 25,26            | W.S.W.        | 170    | 0                                 | 0       | 103                               | 0       | 0                                | 0       | 249                           | 0       | 0                        | 0                        | 26                          | 10   | 52              |     |
| 27.28            | W.by N.       | 125    | 24                                | 4       | O                                 | 0       | 0                                | 0       | 122                           | 6       | 25                       | 46                       | 25                          | 46   | 54              | 1 4 |
| 29,30            | S.W.by W \S   | 74     | 0                                 | o.      | 44                                | 0       | 0                                | 0       | 59                            | 0       | 26                       | 30                       | 26                          | 30   | 55              |     |
| Decemb. 1,2      | S.W. + W.     | 120    | 0                                 | 0       | 76                                | 0       | 0                                | 0       | 83                            | 0       | 0                        | 0                        | 27                          | 46   | 57              |     |
| 3,4              | W.S.W.        | 271    | 0                                 | 0       | 104                               | 0       | 0                                | 0       | 241                           | 0       | 29                       | 30                       | 29                          | 30   | 61              |     |
| 5,6              | W.by S. 1 S.  | 148    | 0.                                | 0       | 42                                | 0       | 0                                | 0       | 142                           | 0       | 30                       | 12                       | 30                          | 12   | 64              |     |
| 7,8              | W.S.W.; S.    | 100    | 0                                 | 0       | 75                                | 0       | 0                                | 0       | 141                           | 0       | 31                       | 27                       | 31                          | 27   | 6-              |     |
| 9,10             | W. by S. + S. | 100    | 0                                 | 0       | 29                                | 0       | 0                                | 0       | 95                            | 7       | 0                        | G                        | 31                          | 56   | 69              |     |
| 11,12            | W.by S.+S.    | 100    | 0                                 | 0       | 29                                | 0       | 0                                | 0       | 95                            | 7       | 32                       | 30                       | 32                          | 30   | 7               | I   |
| 13,14            | W. S.         | 160    | 0                                 | 0       | 15                                | 0       | 0                                | . 0     | 158                           | 0       | 0                        | 0                        | 32                          | 45   | 74              | 4   |
| 15,16            | W4N.          | 101    | 5                                 | 0       | Ó                                 | 0       | 0                                | 0       | 100                           | 0       | 32                       | 30                       | 32                          | 30   | 79              | 5   |
| 17,18            | W.by S. + S.  | 56     | 0                                 | 0       | 16                                | 0       | 0                                | 0       | 53                            | 0       | 32                       | The second second second | 32                          | 46   | 77              | 7   |
| 19,20            | S.S. W. + W.  | 100    | 0                                 | . 0     | 88                                | 0       | 0                                | 0       | 47                            | 0       | 34                       | 14                       | 34                          | 41   | 7               | 3   |
| 21,22            | W.by S.       | 151    | 0                                 | 0       | 30                                | 0       | 0                                | 0       | 149                           | 0       | 34                       | 44                       | 34                          | 44   | 81              | ľ   |
| 23,24            |               | 1 20   | 14                                | 0       | . 0                               | 0       | 10                               | 0       | 1 14                          | 0       | 1 34                     | 30                       | 34                          | 30   | 8               |     |
| 25,20            |               | 30     | 0                                 | 0       | 0                                 | 0       | 0                                | 0       | 30                            | 0       | 34                       | 30                       | 34                          | . 30 | 82              |     |
| 27,28            |               | 1 70   | 0                                 | 0       | 33                                | 0       | 0                                | 0       | 1 61                          | 0       | 35                       | 3                        | 34                          | 3    | 8:              |     |
| 20,30            | N.N.W.W       |        | 1 48                              | 0       | 1 %                               | 0       | 10                               | 0.      | 26                            | 0       | 0                        | o                        | 1 24                        | 15   | 1 8             | 3   |

Is, from the West Head of the Mand of Java in East-India, belonging the Latitude of 7 Deg. 5 Min. South, and Longitude from the Meridian of London 103 Deg. Deg. East. Perform'd in the Year 1711.

| Longi-<br>tude. Meridian<br>Distance. |      |      | Winds. | Weather, Variation, and Bearings of the Land, &c. |  |  |  |  |  |  |  |
|---------------------------------------|------|------|--------|---|--|--|--|--|--|--|--|
| D.                                    | M.   | D.   | M.     |   |  |  |  |  |  |  |  |
| I                                     | 26   | 1    |        | S.E.  | Fresh Gales, close Weather, at Noon Fava Head bore N. W. distant 122 Miles, and strong Current to the        |  |  |  |  |  |  |
| 2                                     | 41   | 2    |        | E. S. E.  | Fresh Gales and fine Weather, Variation here 4 Degrees West. (S. W.  |  |  |  |  |  |  |
| 4                                     | 9    | 4    |        | S. E.   | The same Weather; Variation 5 Degrees West.  |  |  |  |  |  |  |
| 5                                     | 46   | 5    |        | S. E. by E.                                       | Much the same Weather, Variation 1 a Point Westerly.   |  |  |  |  |  |  |
| 9                                     | 35   | 9    |        | S. E.by E.  | Fresh Gales and close Weather, with some Rain.   |  |  |  |  |  |  |
| 13                                    |      | 13   |        | E. S. É   | Moderate Gales and fine Weather. Variation 6 Degrees West.   |  |  |  |  |  |  |
| 16                                    |      | 16   | 31     | E.  | Fine Gales and close Weather. Variation 6 Degrees and 1 West.  |  |  |  |  |  |  |
| 19                                    |      | 10   | 0      | Variable  | Close, thick, rainy Weather, Variation 7 Degrees West.   |  |  |  |  |  |  |
| 22                                    |      | 22   | 0      | Variable  | Small Gales, with some Calms and Rain, Variation 7 Degrees West.   |  |  |  |  |  |  |
| 25                                    | 17   | 124  | 34     | E. N. E.  | Moderate Gales and fair Weather, Variation 8 Degrees West.   |  |  |  |  |  |  |
| 29                                    | 8    | 28   |        | E.N.E.toS.S.E.                                    | Pleasant Gales and fine Weather, Variation of Degrees West.  |  |  |  |  |  |  |
| 33                                    | 28   | 33   | 0      | E.S. E.   | Fine Weather and pleasant Breezes, Variation 10 Degrees West.  |  |  |  |  |  |  |
| 36                                    |      | 36   | C      | S. E.   | Pleasant Gales and hasy Weather, Variation 12 Degrees West.  |  |  |  |  |  |  |
| 40                                    | 42   | 39   | 48     | S. E.   | Fresh Gales, variable and close Weather, Variation by a good Amplitude, 16 Deg. W.                           |  |  |  |  |  |  |
| 44                                    | 15   | 1 43 | 11     | S. by. W.   | Moderate Gales, variable fine Weather, Variation 18 Deg. 3 Min. W.   |  |  |  |  |  |  |
| 48                                    |      | 5 46 | 30     | S. E.   | Fresh Gales and fine Weather, Variation 20 Degrees Wett.   |  |  |  |  |  |  |
| 52                                    | 35   | 5 50 | 48     | E.  | Fine Weather, but no Observation, the Sun being in the Zenith, Variation 22 Deg. 30 Min. W.                  |  |  |  |  |  |  |
| 54                                    | 47   | 7 52 | 40     | S.E.to S.by W.                                    | Squally Weather, and a great S.W. Swell, which fet us to the N. E. Variation 24 Deg. 30. Min. W.             |  |  |  |  |  |  |
| 55                                    | 51   | 1 53 |        | 9 S. to E. S. E.                                  | Fine Weather, sometimes calm, Variation 25 Deg. W.   |  |  |  |  |  |  |
| 57                                    |      | 5 55 |        | 2 S. E. to N.                                     | Small Gales, variable fine Weather, a Man fell off the Main Top.   |  |  |  |  |  |  |
| 62                                    |      | 2 59 | 2      | 3 S. E.   | Fresh Gales and Rain, Variation decreasing 23 Deg. 30 Min. W.  |  |  |  |  |  |  |
| 64                                    |      | 196  | 4      | 3 E.S.E. toS.S.W.                                 | Squally Weather, and fresh Gales, Variation 21 Deg. 30. Min. W.  |  |  |  |  |  |  |
| 67                                    | 2    | 5 64 |        | 4 S.S. E.to E.by N.                               | The first Day fresh Gales, the latter moderate, Variation 20 Deg. 30 Min. W.                                 |  |  |  |  |  |  |
| 65                                    | I.   | 7 65 | 4      | o E.  | Close Weather, small Gales, and variable Winds, Variation 20 Deg. W.   |  |  |  |  |  |  |
| 71                                    |      | 8 67 | 1.     | 4 E. to S. W.                                     | Winds variable, small Gales, and uncertain Weather, Variation 19 Deg. W.                                     |  |  |  |  |  |  |
| 74                                    | 1 10 | 6 69 | . 5    | 2 S. W. to S.S E.                                 | Fine Weather, and moderate shifting Gales, Variation 18 Degrees W.   |  |  |  |  |  |  |
| 70                                    | I    | 6 71 | 3      | 2 N. E. to S. W.                                  | Uncertain squally Weather, and shifting Winds, Variation 16 Deg. 30 Min. W.                                  |  |  |  |  |  |  |
| 77                                    | 1 1  | 6 72 | 2      | 5 S. E.   | Small Breezes and fine Weather, but a great Sea coming from the S. W. Variation 17 Deg. West.                |  |  |  |  |  |  |
| 78                                    | 3 1  | 6 73 | I      | 2 E.toS. W.by W.                                  | Small Breezes, variable and fair Weather; 19th made Cape Arracifes, bearing N.W. by W. distant 10 Leag.      |  |  |  |  |  |  |
| 81                                    | I    | 5 75 | 4      | 1   S. E.   | Thick Weather and a hard Gale, Variation 15 Deg. W. (strong Current to the S. Variat. 16 Deg. W.             |  |  |  |  |  |  |
| 8                                     |      | 9 75 | . 5    | E.S. EtoW.S.W.                                    | Thick Weather, small variable Breezes, ply'd off and on Shore of Cape Agulbar, Variation 14 D. 30 M. W.      |  |  |  |  |  |  |
| 81                                    |      | 0 76 |        |   | Small Breezes and close Weather, kept near the Shore, up the Country is high Land, Variation 11 D. W.        |  |  |  |  |  |  |
| 8:                                    | 2    | 7 77 |        | 6 S. W. to S. E.                                  | Small Breezes variable, and calm, had a great Swell from the S.W. at Noon Cape Agulbas bore N.W. dift. 10 L. |  |  |  |  |  |  |
| 8                                     | 4    | 6177 | 5      | 2\S. E.   | Thick Weather and small Gales, Variation 9 Deg. 30 Min. at 9 this last Day anchor'd at the Cape.             |  |  |  |  |  |  |



Loaf Hill, Table-Mountain, &c. of which our Waggoners and other Books give a very good Description; for which Reason I shall not insert any Draughts, as being already common enough, and will only mention what I observ'd my self as to the Town, with some very short Remarks, as to the Country, for the Satisfaction of those who have not met with a more satisfactory Account.

## Of the Cape of Good Hope.

THIS Cape was first discover'd by Bar- By whom I tholomew Diaz, fent out by King John discover'd. the 2d of Portugal, with three Ships, about the Year 1486, who being toss'd there by dreadful Tempests, gave it the Name of Cabo Tormentofo, or the Stormy Cape; but at his Return Home, the King hoping then to discover India, chang'd the Name to that of Cabo Win Go de Boa Esperanza, that is, Cape of Good Hope, call'd. which it has ever fince retain'd. Some affign Vasco de Gama for the Discoverer of it; but that is a Miltake. It lies in the Latitude of 34 Deg. 15 Min. South, and 17 Deg. East from the Meridian of London. About three Leagues from the Cape, is that the English call Penguin Penguin Island, small, but has a Fort on it, and near Island. it very good Anchoring; for which Reason Ships often stay there for the Sea-Breeze. Thither the Dutch often banish Malefactors. When they on the Island spy any Ships, they fire Guns, to give Notice to those at the Cape. The faid Cape is easy to be known by its Marks to high Table-Mountain, Sugar-Loaf Hill, and know is. Lions Mountain, on the two last whereof there are always Look-outs, who fire Guns, and make other Signals, whenfoever they fee

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any Ships at Sea. There is another very high Hill, which the English call Crown or Charles's Mount. This Place is subject to violent Gales of Wind, and in their Summer, which is our Winter, the greatest Storms are generally at S. E. and blow off from Charles's, or the Table-Mountain. Before those violent Blass come, the Tops of those Mountains begin to be hooded, which the Sea-men call the Table-Cloaths going to be laid, which is thick Clouds appearing on the Tops of those Mountains; and when the Table-Mountain is so hooded all over the Top, it soon blows power-

The Town.

fully.

Under that Table-Mountain, in a Bottom, stands the Town, about as big as Falmouth, which, as well as the Ships in the Road, is commanded by a strong Fort, standing at one End of the Town, now in the Possession of the Dutch, but formerly belonging to the English. Wood is somewhat scarce there; but Corn, Wine, Fruit, Sallads, and other Provisions, as plentiful and cheap as in Europe; and the Ships are eafily supply'd with Water, which they fill in their Boats at the Bridge, being convey'd thither in Wooden Pipes from the Bottom of the Hill. The English are not permitted to go up into the Country, but have all the Liberty they can defire of the Town and Gardens about it; as also to walk in the Company's Garden, which is large, at the upper End of the Town, with feveral fine Walks of Trees of fundry Sorts, one of them mostly of very thriving Oaks, at least half a Mile in Length, and very full of Acorns, besides others of all Variety of Fruit. It is divided into feveral Parts by Hedges of Rosemary and Lawrel, of a great Height, and

Gardens.

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and curiously cut; one Part is a Nursery of young Trees, another a Vineyard, another an Orchard, another affords all Sorts of Roots and Herbs for the Kitchin, and so others of divers Kinds. It is water'd by a pleafant Brook, running from the Foot of the neighbouring Mountain along the Hedges All Parts are thoroughly improv'd, to answer what it is defign'd for, that is to afford all Variety of Refreihments. In a little House in this Garden. are the Skins of feveral Beafts stuff'd, well deferving to be taken Notice of, there being a Lion and Lionels, a Mountain-Cow, a strip'd Ass. a Rhinoceros, an Elk, various Sorts of Antelopes, and other uncommon Creatures. The Houses are low built, tho' after the European Houses. Manner; but they are forc'd to thatch them

on Account of the violent Winds. The Country this Town is feated in, fome The Counwill have to be that commonly call'd Monomotapa, but it is more properly the Land of the Cafres, which Name is given to a great Part of that Southern Coast of Africk, both on the East and West Sides, and round the Point. It is very full of Mountains in this Part we are now fpeaking of, and confequently there are vast Numbers of wild Beasts, mighty Beasts, Swarms of Birds of several Sorts, and no less Birds, &cc. Variety of Infects and venomous Creatures, too tedious for me to take Notice of. Neither will I pretend to be so good a Botanist, as to treat of the Plants, or other Things out of my Province, or which I could not have Leifure to enquire into. What I could learn concerning the Natives, during my Stay there, may perhaps not be difagreeable. These People are call'd Hottentots, their Skin is naturally fwarthy, but by greafing, and other dawb-

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ing, they become all over of a dirty black, their Limbs indifferently well made, their Heads long, their Hair woolly, and generally clogg'd with Sheeps Dung, or other Filth, their Noses flat, because crush'd down in their Infancy. As to Disposition, they are crafty and perfidious, and given to most Vices, and very fond of living idle, indulging themselves in Lust and Debauchery. They wear raw Guts about their Necks and Legs, which look like Puddings, having much Ordure in them, and these serve both for Food and Ornament, being eaten by them raw as they are, and filthy, when tender'd by being almost rotten. Others wear greafy Thongs of Stinking Lea-The Women and better Sort of Men, wear generally a nafty untann'd Hide, or a Sheep's Skin, or that of any other Beaft, the hairy Side next them, and hanging about their Shoulders, which being rubb'd over with Greafe and Ordure, they Itink abominably. The Women wind Sheeps Guts about their Legs, which at a Distance look like Rolls of Tabacco, and about their Middle have a Skin, with a Flap hanging down before, sometimes with Beads about it, which serves to hide what Modesty forbids to be seen. However, for a Dutch Doubleke they will shew all to the waggish Sailors, that alk They are all great Admirers of Tabacco and strong Waters. Men, Women, Children, and any other Creatures they have, lie together in little low Huts, cover'd with Skins, and stinking intollerably. They are the most filthy beattly People of any yet difcover'd, and harden'd in their Brutality; for those who have convers'd with them, say, it is impossible to reclaim them. A Gentleman, •

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man refiding at the Cape, told me, that fometimes, when any of them live to a decripid old Age, they shut them up in a Hut, and with them a Sheep, or some other Provisions, which, when spent, they bring no more, but leave them to famish to Death. Amidst this Beaftliness, they are not altogether ignorant Religion. of the Being of a Deity, whom they call the Great Captain, and fay he is angry, when there happens any Storm of Thunder and Lightning. They pay some worship to the Sun and Moon, and when the thines at Night, dance and revel, in Honour of her. Every Man has as many Wives as he can maintain, which are debauch'd by others before they marry them. On the Wedding-Day, the Bridegroom tells the Woman's Kindred, he can maintain her, and is past a Boy, in Testimony whereof he piffes upon one of them. Then they make merry, and rejoyce all together. Most of these Men have but one serviceable Telticle, the other being crush'd in their Intancy, which they pretend enables them to please more Women, as I was told in Dutch by an Hottentote.

They have nothing to trade with, but Cattel, which they exchange with the Dutch for trong Waters, Tabacco, and any Sort of Beads, the Manner being to shew how much the latter will give for an Ox, or a Sheep, and adding to it, 'till the Owner is fatisfy d. Every Village is under the Government of a Captain, whom all the Inhabitants honour and obey, insomuch that they dare not marry without his Leave, his Will being all the Law they are acquainted with. As for Weapons in Weapons. War, they use Bows and Arrows, as also

Darts, at casting which they are extraording-

ry dexterous, and often use to poison the Points, which generally proves mortal; and they wear a Sort of Leather Jackets by way of Armour. They are bold enough among themselves, their Weapons being equal; but care not to engage where there are Fire-Arms, unless it be in very wet Weather, when they think they may be out of Order. The only Handicrafts among them, are a Sort of Taylors, who few the Skins they wear together, and Barbers, who trim their Heads in feveral Shapes. Nature has taught them some Cures for Wounds and Difeases. Their Language is extremely uncooth to our Ears, as all

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Capt.

their Course of Life is disagreeable.

The Duke leaky.

During our Stay at this Place, we employ'd the Time in Victualling and Watering, and making all other Dispositions for our Return The Duke, commanded by Capt. Woodes Rogers, having been leaky ever fince our being at California, where we had extraordinary good Weather, and generally smooth Water, and her Keel not being heav'd out, when we careen'd at the Island Horn, in Batavia Road, the Leak still continu'd, so that with the Bonnet on, the made nine Inches Water a Glass, and with the Bonnet off, we did suppose the would make twice as much, the Carpenters believing it was a Trennel-hole near the Step of the Fore-mast, by Reason it was constant. Notwithstanding all that could be done, this Leak continu'd 'till a few Days after we left the Cape, and then stopp'd of it Goods fold felf. The Committee empower'd Capt. Rogers and Capt. Courtney to carry one hundred Weight of Plate ashore, 60 Ounces of wrought Gold, and all the coin'd Gold and Silver in both their Ships, and, in Conjunction with

for Provi-Gans.

Capt. Dover and my felf, to purchase Necesfaries wanting for them all, and to fell what Goods were proper for that Place, rather than exchange more Gold and Silver. Capt. Courtney was particularly directed to fell some Goods, and half a Dozen Blacks from Aboard the Dutchess and Batchelor.

Capt. Opey, Commander of an East-India Man, failing from the Cape before us, we fent by him a Letter to our Owners, and a Copy of the fame a few Days after by a

Dane, which was as follows.

To Alderman Batchelor and Company, Owners of the Duke and Dutchel's Frigats.

Gentlemen,

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Capt.

THIS is to acquaint you with our fafe Arri- Letter to I val at the Cape of Good Hope, which was the Cuners. on the 29th of December 1710, with our Prize the Manila Ship, call'd Nuestro Senora de la Encarnacion y Defengano, commanded by Monfieur John Pichberty, and now by us nam'd the Batchelor Frigat, mounted with 20 great Guns, and 20 Brass Pedrero's, and mann'd with 116 Men, a found Ship. Each of our Ships is mann'd with 120 Men, and in Company with three East-India Ships, and expect three Sail more of English every Day. The Dutch from Batavia, being 12 Sail of Stout Ships, are expelled here every Hour, and 6 Sail more from Ceylon; which Fleet we have refolv'd in Council to accompany to Holland, unless we are affur'd of a Peace, or bappen to meet with an English Convey in croffing our Latitude. Our Ships are fitted with all Necessaries, and only wait for the Fleet, which we hope will Sail by the last of March, hoping God will direct w, that we may come with Speech and Safety to

your

your selves, and the rest of our Friends, to whom we render all due Respects, and remain,

Gentlemen.

Your most bumble, and most obedient Servants.

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Thomas Dover, President, Woodes Rogers, Steph. Courtney, Ed. Cooke, Wil. Dampier. Robert Fry, Will. Stretton, Charles Pope, John Connely, Robert Glendal, John Ballet.

The Dutch Governor, and all other Persons in Command at the Cape, treated us very civilly, and gave full Liberty to Supply our Ships with all that Place would afford.

February the 22d, the Dutch Fleet arriv'd from Batavia, being ten Sail, and two more in Sight, with three Flags. We faluted the Admiral, at his coming in, with feven Guns, as did the Fort with all or most of theirs; and fo the Dutch Ships, for which the Flag return'd Thanks. When the Boats went with him ashore, he was faluted again, and so at the Fort with their Cannon and feveral Volleys of small Shot. There were at this Time in the Harbour 17 Dutch Ships, 12 of them homeward bound, and 6 English. During our Stay here, we bury'd on the 12th of February Mr. Carlton Vanbrug, the Owner's chief Agent, which was done as he defir'd of me, being one of his Executors, in a decent Manner in the Church-yard, most of the English Gentlemen there attending the Corps to the Church, the Ships firing Guns every half Minute, as is customary on such Occasi-Besides him, dy'd Mr. Appleby, Mate to the Duke, and fome others. After

After the 22d of February, we were taken up in killing Cattel for our Provision, and furnithing other Necessaries for our Voyage into Emope. The Batavia Dutch Fleet was foon follow'd by four Ships from Ceylon. Six came from that Island, but near Madagascar met with fuch a violent Storm, that some were forc'd to cut away their Main Malts, and throw over feveral of their Lee Guns, having much Water at the same Time in their Holds. The four came into the Cape much damag'd, and believ'd the other two had founder'd at Sea. Several English India Men arriv'd also in the Road, and some Dutch, these last from Europe, as also a Portuguese Ship from Rio de Janeiro in Brazil, and bound for Mozambique, on the East Coast of Africk, to take in Slaves. This is all that happen'd worth observing during our Stay at the Cape, we will now proceed on our Voyage.

ಕ್ರೋರ್ಲೊ ನ್ಯೂರ್ ಚಿತ್ರಗಳ ನಿರ್ವಹಿಸಿಕ್ಕಾರಿ ಕ್ರಿನ್ನೆ ಕ್ರಿನೆ ಕ್ರಿನ್ನೆ ಕ್ರಿನ್ನೆ ಕ್ರಿನ್ನೆ ಕ್ರಿನ್ನೆ ಕ್ರಿನ್ನೆ ಕ್ರಿನ್ನೆ ಕ್ರಿನ್ನೆ

## CHAP. VII.

The Dutch Admiral's sailing Orders.



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Have inserted this Chapter of failing Orders and Signals, believing they will be acceptable to all curious Persons, who desire to un-

derstand in what Manner Ships are able to converse with, and understand one another at Sea.

## A VOYAGE to the South Sea, and

For the Commanders of the homeward-bound Shipi, in their Voyage from the Cape of Good Hope, under the Flag and Command of Peter de Voss, Admiral of the Fleet bound for Holland:

The Northbeek, Admiral, Hersetelede Leevice, Vice-Admiral. Waffanaar, Rear-Admiral.

Dutch.

Barnevelt, Stantvastigheiit, Meynden, Limburgh, Avanturier, Oostersteyn, D'bemert, Loyal Cook, Arion, Gamron, 1 to yest the gaire | gairest Corfloot, parvo V soo no base a more live Hetraad buys van Middleburg, Bentveld, Enbeverwiick.

English: Duke Frigat, Dutchefs, Batchelor, Donegal, Loyal Blifs, Blenbeim, Charlton.

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# Signals by Day.

O know the Admiral, Vice-Admiral, and Rear-Admiral, they to wear their respective Flags.

To unmoor, to loofe the Fore-Top-Sail, and

fire a Gunsidate and

To weigh, hoist his blue Enfign, and fire a of Manner Ships are alicular

To tack, he'll hoift his blue Jack at his Mizen-Peak, and fire one Gun. The Sternmost and Leewardmost Ships to tack first.

To bear away, to wear, he'll hoist his red Pendant on his Enfign-Staff, and fire one Gun.

The

The Sternmost and Leewardmost Ships to wear first.

To miss Stays. In case two Ships stand athwart each other, the Ship under Command in Steeridge and Way, to bear away first.

When you fail by a Wind, or lie by, to bear apay, he shall hoist his Ensign at his Mizen

Top-mast Head, and fire one Gun.

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He that would speak with the Admiral, must hoist his Jack in his Place, and fire 'till the

Admiral answers him with a Gun.

In case of losing Company, and meeting again, the Leewardmost Ship to lower his Fore-Top-Sail, clew up his Fore-Sail, and fire a Gun: and the Weathermost to answer, by lowering his Main Top-Sail, haling up his Lee clue Garnet, and firing one Gun: But in case of blowing hard, and the Top-Sail not being out, then the Leewardmost to clew up his Mizen, hale him out again, and fire a Gun; if the Mizen is not out, then to hale him out, and make the Sign, and fire two Guns, and the Windwardmost to answer with his Main Stay-Sail, to hoist and lower it three times; but if he has not his Main Stay-Sail, he is to hoift it, and make the Signal, and fire two Guns. After the Signals are made and inswer'd, he may come into the Fleet.

In case of seeing any Danger. If on the Starboard-side, to hoist a red Pendant at the fore Top-mast Head; if on the Larboardside, a Dutch Pendant at the same Mast, and sire one Gun; and every Ship that sees it, is

to fire a Gun, to shew they know it.

In case of seeing Land. He who sees it, is to hoist his Jack and Ensign, and fire one Gun, and not to lower 'till the Admiral answers with his.

No

No Ship to go a-head of the Admiral. If any does by Day, he shall pay ten Dollars; if by Night 20 Dollars, to be on Account of the Mate who has the Watch.

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In case of Need, to set up the standing Rigging. He who needs it, to hoist a red Flag at his Fore Top-mast Head; and if he sails well, may get a-head of the Admiral, that they may not lose Time; if he sails not well, he must make the same Signal, and the Fleet will tarry.

In case a Ship should run on Shoals, or Rocks, he must hoist out his Jack half Way upon his Ensign-staff, and get off as soon as he can, 'till other Ships answer; and if he cannot get off, all Ships are to send their Boats to his

Affistance.

In case of calling a Consultation, the Admiral will hoist a white Flag on his Ensign-staff, and fire one Gun, that every Commander may repair Aboard him, and bring with him

his Latitude and Longitude.

In case the Admiral would speak with the Vice-Admiral, Rear-Admiral, or any other Commander. For the Vice-Admiral, he will hoift a Dutch Pendant on the Enfign-staff, and fire one Gun. For the Rear-Admiral, a Pendant on the Mizen Peak, and fire one Gun. For the Standvastigheiit, a Dutch Jack on his Mizen Topmast Head, and fire one Gun. For the Commander of the Limburg, a white Flag on the Mizen Top-malt Head, and fire one Gun. For the Commander of the Tamert, a blue Flag on the Mizen Top-mast Head, and fire a Gun. For the Commander of the Barnevelt, a blue Pendant on the Mizen Top-mait Head, and fire one Gun. For the Commander of the Oostersteyn, a white Flag on the Mizen-Peak,

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and one Gun. For the Commander of the Meynden, a Dutch Pendant at the Larboard Yard-Arm, and one Gun. For the Commander of the Avanturier, a red Pendant at the Mizen Top-mast Head, and one Gun. For the Commander of the Arion, a red Jack at the Mizen Top-mast Head, and one Gun. For the Commander of the Raadbuys Van Mid-Meburgh, a Dutch Pendant on the Starboard Main Yard-Arm, and one Gun. For the Commander of the Gamron, a Dutch Pendant at the Starboard Crochet Yard-Arm, and one Gun. For the Commander of the Corfloot, a red Pendant at the Starboard Crochet Yard-Arm, and one Gun. For the Commander of the Bentveld, a Dutch Pendant at the Larboard Crochet Yard-Arm, and one Gun. For the Fiscal of the Meynden, a white Pendant at the Starboard Main Yard-Arm, and one Gun. When the Admiral will have any of the English Commanders come Aboard in particular. For the Duke Frigat, an English Jack at his Ensign-Staff, and one Gun. For the Dutchess, a ling's Jack at the Mizen Peak, and one Gun. For the Batchelor, a King's Jack at the Mizen-Top-Mast Head, and one Gun. For the Dowal, a King's Jack at his Larboard Crochet Yard-Arm, and one Gun. For the Blenheim, a king's Jack at his Mizen Top-Mast Larboard Back-stay, and one Gun. For the Loyal Blis, a King's Jack at his Starboard Crochet lard-Arm, and one Gun. For the Loyal Cook, a King's Jack at his Starboard Mizen-Top-mast Back-stay, and one Gun. For the Charlton, a King's Jack at his Main Top-malt Larboard Back-stay, and one Gun. For the King William, a King's Jack at his Starboard Main Top-mast Back-stay, and one Gun.

When

When he would have all the English Commanders come Aboard him, he will then hoist he Double Prince Flag at his Mizen Top-Ma Head, and fire one Gun.

To alter the Compass, he will hoist his re Flag at his Mizen-Peak, and fire a Gun.

To alter the Course, he will hoist a Duto Flag at his Mizen-Peak, and fire a Gun.

In case of seeing a strange Ship, he who find sees it, to fire a Gun, then hoist and lower hi

Enfign, as often as he fees Ships.

Signals for Chasing. The Admiral will make the same Signal as he does for the Commanders to come Aboard, and hoist an Ensign of that Side he sees the Ship, in his Mizen Shroud, and fire a Gun.

To forbear Chafing, he will hoift a blue Flag at his Fore Top-Mast Head, and fire a Gun.

To anchor, he will hoift double the Prince

Flag, and fire two Guns.

To moor, he will hoift his Mizen Top-Sail, with the Sheets clew'd up, and fire one Gun.

To cut or slip, hoist his blue Jack on his Enfign-staff, and two Guns, and loose both his

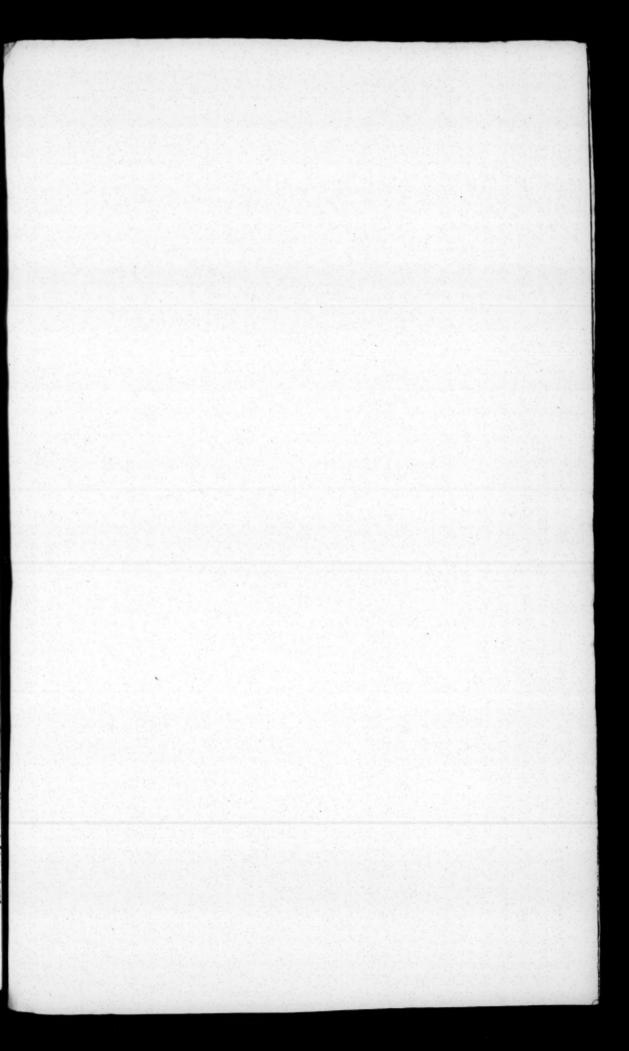
Top-fails.

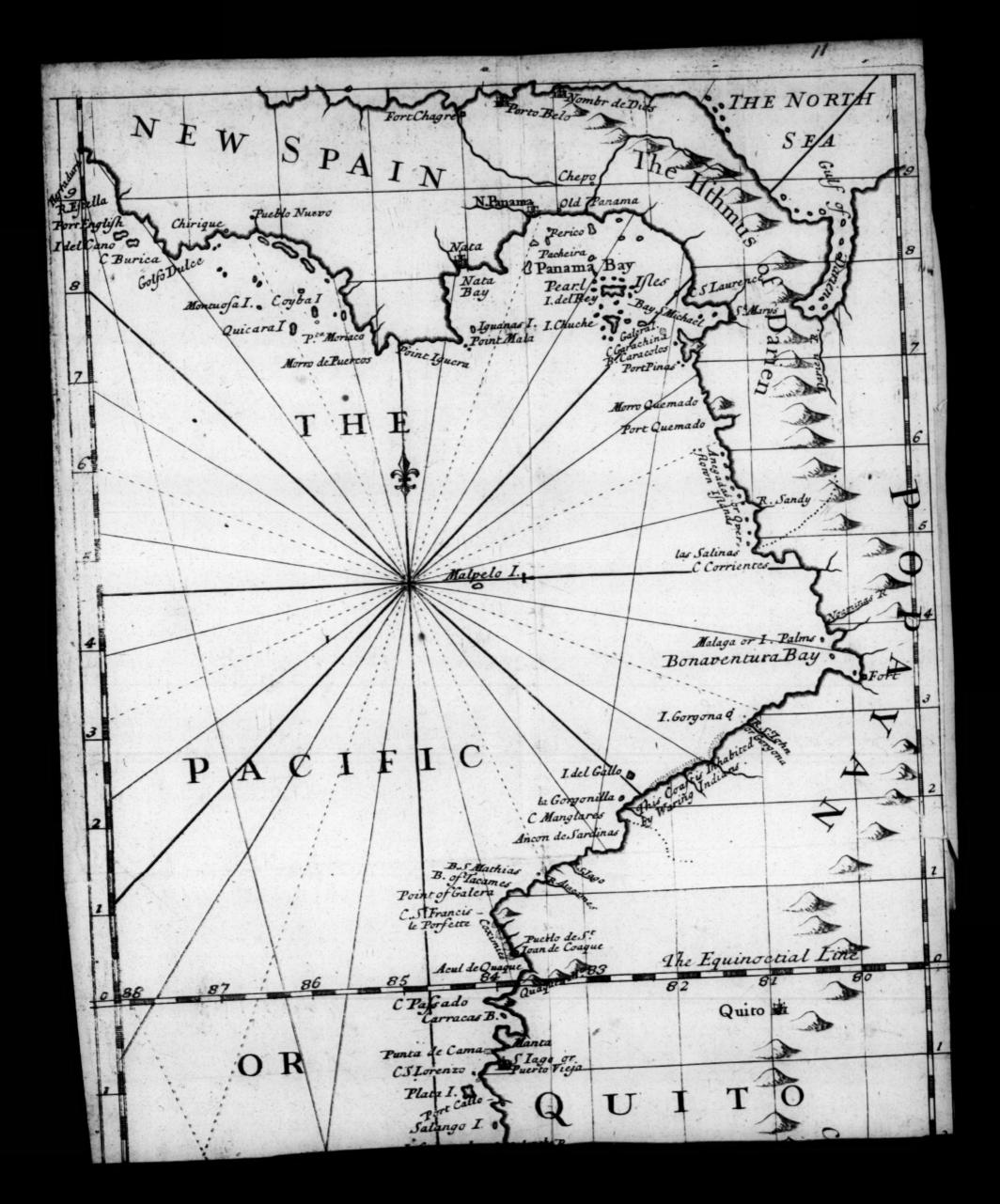
In case of Fire, the Ship on fire to fire five Guns, and clew up his Low-sails; and if at Anchor, to hoist a red Flag on his Ensignstaff, and every Ship to answer with a Gun, and send their Boats to his Assistance.

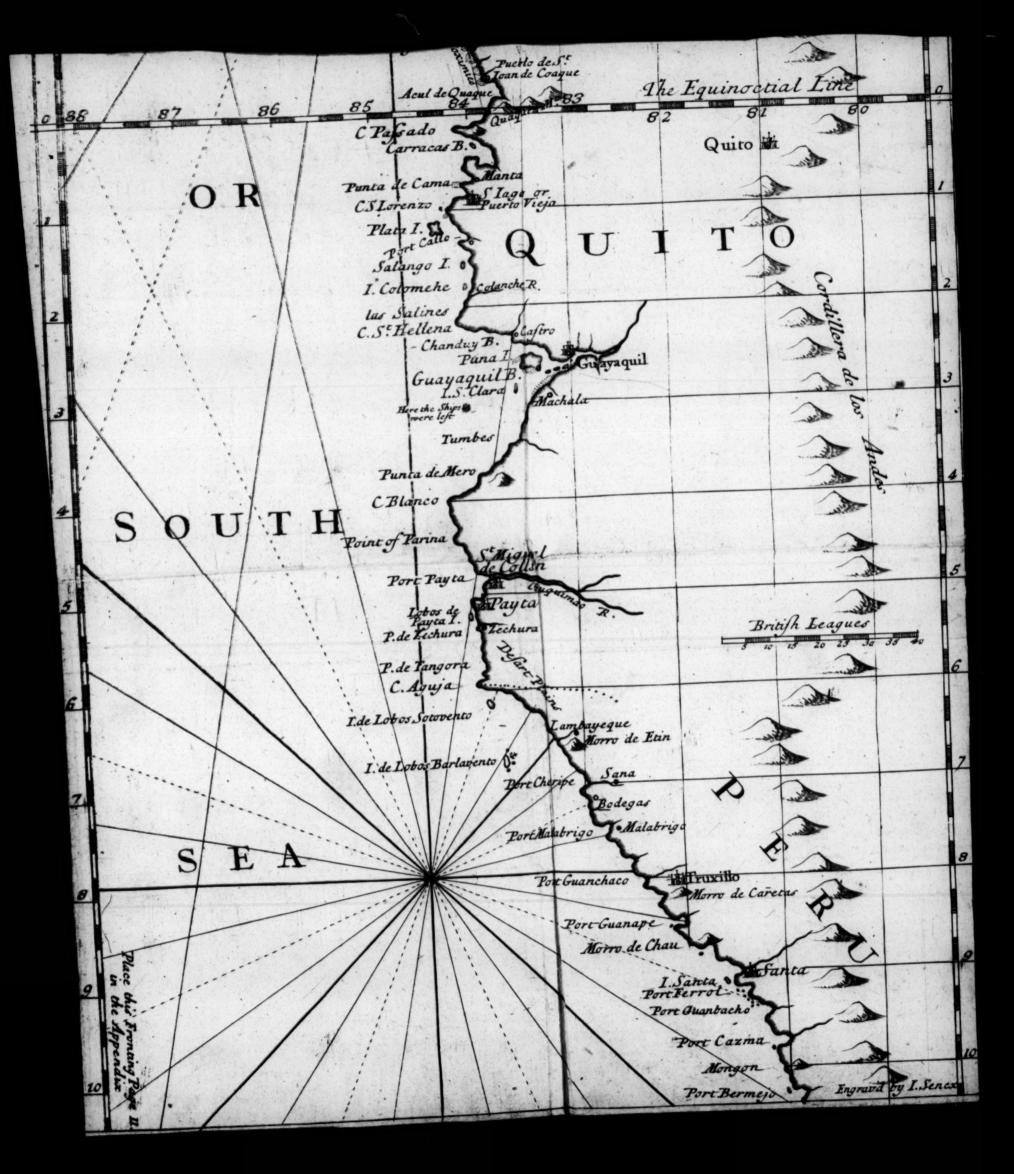
In springing a Leak, to hoist a Bonnet or Piece of Canvas at the Fore Top-Mast Head, and fire Guns as quick as he can, and every Ship that sees it, to fire one Gun, and come

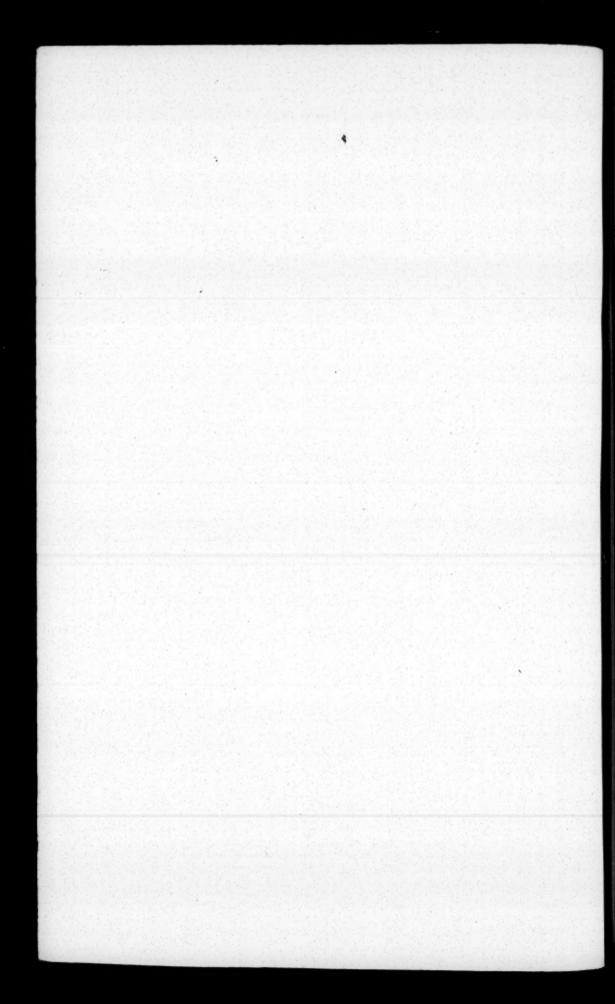
to his Affiltance as foon as may be.

Losing a Mast, or other Accident, that you can not keep Company with the Fleet, make a Wais with the Ensign, at the Fore Top-Mast Head,









and fire two Guns; then the Ship that is nearest, is to go to the Assistance of the Distress'd, 'till the Admiral stays for him; and when he is assisted, he is to take in his Waif, and fire one Gun.

To scud under a Fore-fail, the Admiral will hoift a red Jack on his Enfign-staff, and fire

three Guns.

In case of bringing to, to sound, he is first to fire five Guns.

In case of Ground, he is to hoist his Jack at his Ensign-staff, and one Gun.

### Signals by Night.

L Ights by Night. The Admiral constantly carries a Light at his Main-Top, and one at his Stern. The Vice-Admiral and Rear-Admiral, one at their Stern. When the Admiral puts out two Lights in his Stern, then the other Admirals are to put out two, and every other Ship one.

2. To anchor, the Admiral will, besides his usual Lights, put one at the Main Shrouds, and one at his Fore-shrouds, of equal Height, and fire two Guns, and then every Ship to put out two Lights of an equal Height, at the same Place, and when let go their Anchor,

fire two Guns.

3. To weigh, the Admiral will, besides his usual Lights, put out two Lights at his Main Top-Mast Shrouds, of equal Height, and fire one Gun; and then every Ship to put out two Lights at his Stern, to shew he sees it. When the Admiral is under Sail, he will fire one Gun, and take in his Light-Signals; and every Ship, when under Sail, to take in one Light, and fire one Gun.

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4. To tack, the Admiral will hoist a Light at his Ensign-staff, and fire a Gun; and every Ship to put out a Light, to shew he sees the Signal; and before he tacks, to hoist the same Light at his Ensign-staff; and when tack'd, fire one Gun, the Sternmost Ship to tack first.

5. To wear, the Admiral will hoist a Light at his Mizen-Peak, and fire two Guns, and every Ship to answer his Signal, by shewing a Light at his Mizen-Peak. The Sternmost and Leewardmost Ships to wear first; and every Ship when wore, to fire two Guns.

6. To hand the Top-fail, the Admiral will put out three Lights on his Main Shrouds, of an equal Height, and fire one Gun, and every

Ship to answer by the same Signal.

7. To lye by, the Admiral will put out four Lights in his Fore-shrouds, of equal Height, and fire four Guns one after another, and every Ship to answer with two Lights in their Fore-shrouds, and fire two Guns, and not to take in their Lights 'till the Admiral has.

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8. To make Sail, the Admiral will put out two Lights, one above another, in his Foreshrouds, and fire three Guns; and every Ship, when the Fore-sail is set, to answer with one

Gun.

9. To bring to, with the Fore-fail to the Mast, the Admiral will put out a Light in his Main Shrouds, and his Main Top-Mast Shrouds, and fire two Guns, and every Ship to answer by the same Signal of Lights, firing two Guns.

will put a Light in the Fore Top-fail, the Admiral will put a Light in the Fore Top-Mast Shrouds, and fire two Guns, and every Ship to answer

by the same Signal of Lights, and firing two Guns.

Ship loses the Fleet, and comes in again by Night, he is to hail from whence your Ship, and the other to answer from Guada; then the other from Groe, God be with us; and as you have spoke, God be with us, to fire one Gun to Windward, the same to be answer'd by the Ship that is hail'd, with two Guns to Leeward.

any one seeing a strange Ships by Night, any one seeing a strange Ship, is to put out a Light at his Main Top-Mast Head, and another at his Mizen-Peak, and lower his Light at his Mizen-Peak, as often as he sees Ships, and fire sometimes a Gun, and make salse Fires, 'till the Admiral puts a Light at

his Main Top-Mast Head.

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with the Fleet, the Ship that is not able to keep Company by Night, to put out three Lights, one at the Sprit-sail Top-Mast Head, and the others at each Sprit-sail Top-sail Yard-Arm, and fire two Guns; the Admiral, and all other Ships to answer with one Gun, and every Ship to keep such Sail, as he thinks the other can keep Company with him; but in case the first judges himself capable to make more Sail, then he is to put out a Light at his Fore Top-Mast Head, and fire two Guns; then the Admiral and every Ship to answer with one Gun.

14. In case of Fire, or dangerous Leak, to fire feven Guns, and put out as many Lights as he can, and not to take them in 'till the Fire is out, or the Leak stopp'd; in the mean Time, every Ship to send their utmost Assistance.

G 2 15. To

hoist three Lights one above another, at his Mizen-Peak, and fire one Gun, and every Ship to answer by the same Signal.

16. To bear away, the Admiral will put out a Light at each Main Yard-Arm, and fire

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three Guns.

17. To be by in bad Weather, when you bring to with Larboard Tacks on Board, the Admiral to put out three Lights of equal Height at his Fore-shrouds, and fire five Guns; and when he lyes by, his Starboard Tacks aboard, the Admiral will fire seven Guns, and the same Lights as before, or the first Signal, and every Ship to answer with one Gun, or the latter Signal with three Guns.

18. No Ship to bring to, 'till the Admiral has made the aforemention'd Signal, N. 17.

19. To found in the Night, any Ship defiring to found, must first put three Lights aftern, and fire one Gun.

20. Any Ship finding Ground, is to put four Lights one above another at his Mizen-

Peak, and fire one Gun.

21. Any one striking Ground, without bringing to, is to fire one Gun, and put out two Lights at his Mizen-Peak one above another, and to hoist and lower them two Hours, or 'till the Admiral answers with one Gun.

22. Any Ship feeing Land or Shoals, is to put out three Lights one above another at his Enfign-staff, and two at his Mizen-Peak, and fire three Guns, and then go about; then every Ship to tack, and fire one Gun. But in case the first cannot get off, to make the same Signal the Admiral does for Anchoring, and every one to make the best of his Way to anchor or get off.

23. Any Ship running on a Shoal, is to put

put a Light at the three Top-Mast Heads, and fire Gun after Gun, 'till every Ship answers with two, and every one to send Assistance.

Signals in a Fog.

ON a Mist first rising, the Admiral will shorten Sail 'till the worst Sailors come up with him, and keep the same Sail during the Mist, and fire two Guns every half Hour, and every one of the Ships to answer one after another, with one Gun, and now and then to fire a Musket, beating a Drum continually, and on the Mist rising, to get such a Berth as to keep clear of one another.

2. To tack, the Admiral will fire fix Guns; the Sternmost to tack first, and when tack'd,

to fire fix Guns.

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3. To lye by, when the Admiral brings to with his Larboard-Tacks, he will fire three Guns, and with the Starboard-Tacks five Guns; and when every Ship on his Larboard-Tack is brought to, must answer with three Guns, and with the Starboard with two.

4. To go the same Course again, the Admiral will make the same Signal, as he does for sailing, firing four Guns one after another, and must be answer'd by every Ship with sour

Guns, as foon as he has made Sail.

5. To anchor, the Admiral is to fire feven Guns, and every Ship anchor'd, answer with five Guns; and when the Admiral has been at Anchor half an Hour, he will fire feven Guns, in case any of the Sternmost Ships heard not the first.

6. To weigh, the Admiral will fire four Guns, one after another, and is to be answer'd by every Ship, when under Sail, by four Guns.

7. In case of seeing Shoals or Rocks, he who sees them, must make the same Signal to go about, as the Admiral does to tack in a Mist; but if he thinks better to anchor, he is to make the same Signal as the Admiral does to anchor in a Mist. In case of being fast as shore, to keep siring Guns, that the other Ships may tack, or come to an Anchor, and send Assistance.

8. In case of not being able to keep Company with the Fleet, such Ship is to fire eight Guns, and then the Admiral will shorten Sail, or lie

by 'till he comes up.

9. To alter the Course, the Admiral will fire nine Guns, and is to be answer'd with nine Guns by every Ship.

10. In case of striking Ground. Any Ship striking Ground, and not imagining any Danger, is to fire eleven Guns, and keep on.

11. All the Signal-Guns mention'd to be fir'd in misty Weather, or by Night, are to be fir'd on one Side.

How Ships are to place themselves at Sea.

Barnevelt, Noorbeck, Admiral,

Dehemert, Den Avanturier must keep to Dutchess, Windward, and close by Donegal, him, d'Hersteldeleevice, V. Ad.

Meynden, d'Arion,

Beverwyck,

de Stantvastegheyt, Duke Frigat,

Bentveld, Loyal Cook,

Charlton, Oofter fteyn,

Blenbeim, Limburgh,

King William, Traadhuys,

Loyal Blifs, Batchelor,

Her floot,

Gamron.

Woffenaar, Rear-Admiral.

Order'd

Order'd by the Admiral, that all the foregoing Orders and Signals be strictly observed by every Officer, that has Charge of the Watch, on board every Ship.

Signals for the Ships to draw in a Line.

IN case of seeing strange Ships, the Admiral will hoist a red Flag at his Ensign-staff; every Ship to keep in the Line of Battel, sailing by the Wind, and afore the Wind; and when the Admiral desires to have Ships in a Line of Battel, he will hoist his Dutch Jack and Pendant at his Mizen-Peak, and fire two Guns. Then every Ship to come before the Wind in a Line of Battel, as is after laid down.

Wassanaar, Barnevelt, Dutchess, d'Hemert, King William, Bentveld, Charlton, Donegal, Beverwyck, Blenheim, Meynden, Noorbeck, Oostersteyn, Batchelor, Corsloot, Loyal Bliss, Gamron, Loyal Cook, Limburgh, Arion, Duke, Traadhuys,

Hersteldeleevice.

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When the Fleet sails in the above Order, and the Amiral will have them to hale upon a Wind, with the Starboard Tacks Aboard, in a Line, one after another, to attack the Enemy, he will hoist a blue Flag at his Mizen-Peak, and fire one Gun. Then the Vice-Admiral is to be the headmost Ship; and when his Larboard Tacks are Aboard, he will hoist a red Pendant under the aforesaid Flag, and fire two Guns. Then the Rear-Admiral is to be the headmost Ship.

Line of Battel with the | Line of Battel with Starboard Tacks Aboard.

Vice-Adm. Hersteldeleevice, Traadbuys van Middleburgh, Duke. Arion. Limburgh, Loyal Cook, Gamron, Loyal Blifs, Corfloot, Batchelor. Ooster steyn. Admiral Noorbeck, Meynden. Blenheim. Beverwyck, Donegal, Stantvastegheyt, Charlton. Bentveld, King William, d'Hemert, Dutchess, Barnevelt, Rear-Admiral Wassanaar.

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In this Case the Names of all the Ships are to be writ or read from the Bottom to the Top, the Rear-Admiral being a-head, and the rest following upwards.

All the Ships in the aforesaid Line, to keep as near one another as they can, and not give the Enemy Opportunity to break the Line.

When the Vice-Admiral is to tack first, the Admiral will hoift a red Pendant at his Fore Top-mast Head, and fire one Gun.

When the Rear-Admiral is to tack first, the Admiral will hoift a blue Pendant at his Mizen

Mizen Top-Mast Head, and fire one Gun.

When the Headmost Ship is to make more Sail, the Admiral will hoist a double Prince-Flag at his Fore Top-Mast Head, and fire two Guns.

When the Headmost Ship is to shorten Sail, the Admiral will hoist a broad Dutch Pendant at the Fore Top-sail Yard-Arm to Leeward, and

fire one Gun.

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To make two Lines, the Admiral will hoist a double Prince-Flag at his Mizen-Peak, and fire two Guns, sailing with his Starboard-Tacks aboard; the Vice-Admiral with his Division to shorten Sail, 'till the Rear-Admiral comes up with him, and to make two Lines with the Larboard-Tacks aboard. The Rear-Admiral is to shorten Sail, 'till the Vice-Admiral comes up with his Division, to make two Lines as before.

In case any Ship should be disabled or overmatch'd, any Ship being boarded, and finding the Enemy over-powering him, is to hoist a red Pendant at his Main Top-Mast Head. Then the Fly-Boats and sinall Ships are to assist him with what they are able, in case they are not engag'd themselves.

When the Admiral hoists a red, yellow, and white Flag, the Ships have Liberty to break

the Line, and engage as they will.

To speak with the Commanders, when the Admiral hoists a double Prince's Flag at his Mizen-Peak, then all the Ships to run aftern one after another to the Noorbeck, to take his Orders.

Signal for the Avanturier, is a Dutch Pen-

lant at his Fore Yard-Arm.

When the Admiral desires all Boats to come award arm'd, he will hoist a red Jack at his Mizen

A VOYAGE to the South Sea, and Mizen Top-Mast Head, and fire one Gun. and every one to repair to him as fast as he can.

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Signals for Chasing, as in the general Orders. viz. the Dutchess Frigat, King William, and Cline Caper.

F you fee a strange Ship, and have a Sig-I nal for Chafing, and come up with the Chase, you are to hail her, From whence your Ship? How long have you been out? Whitha are you bound? What is your Ship's and your Commander's Name? And, whether Peace or War with France? If a Friend, command his Boat A. board, with an Officer, and all the News-Papers he has; and if War, enquire where the French Fleet cruizes. If he refuse to come Aboard with his Boat, you are to fire a Shot over him, and command him. But if he proves to be an Enemy, and too firong for you, then you are to hoift a red Flag at the Fore Top-Mast Head, and fire three Guns on the contrary Side the Ship or Ships are, which will be a Signal to the Flag. But if a Friend and fuch Weather that he cannot hoist hi Boat out, he is to keep to Leeward of the Fleet and bring to, and you to have a white Flat at your Main Top-Mast Head, and to fin five Guns to Leeward, 'till the Admiral speak with him. But if he will not lye to at Com mand, then you are to hoift a red Flag a your Fore Top-Mast Head, and fire three Guns on the contrary Side, as aforefaid W. When you come to the Latitude from 58 to ha 62, and happen to meet a Swede, Dane, o Dutch Ship, you are to command their Boat aboard, and oblige them to give Account, Wa

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War or Peace, and to stay with the Fleet. If we meet with a Ship between this and the Tropick, and they ask, From whence your Ship? you are to answer, from Brazil, and bound for Lisbon, if not past Lisbon. But if past Lisbon, then fay to Amsterdam.

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## CHAP. VIII.

Departure from the Cape of Good Hope; Islands of St. Helena, and the Ascension, in the South; Bora, and Shetland Islands, in the Northern Sea; Arrival in Holland, and what happen'd there 5 Departure thence, and Arrival first at the Downs, and then in the Thames.

Pril 6. 1711. Having stor'd and fitted our Ships for so long a Run, as from the Cape of Good Hope, into Europe, we weigh'd in the Morning, and fail'd with a small Breeze of Wind at E.S. E. and by Noon came to an Anchor at Penguin Island, in nine Fathom Water, the East End of the Island bearing South Westerly. At Three weigh'd again, being in all 25 Sail of English and Dutch, all good Ships, under ag a the Command of Admiral Peter de Vos. At thre Sir, the Cape of Good Hope bore S. by W. half refail W. distant seven Leagues. The 7th being 58th hasy Weather, could not have an Observation, Wind at S. S. E. a small Breeze, and fine Weather. I have here inserted the Journal-Table from the Cape, 'till our meeting of the Dutch Cruizers

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Cruizers in our Northern Seas, wherein are the Latitudes, Longitudes, Currents, Variation, Weather, &c. during all that long Run from

Day to Day.

The failing Part of this Voyage being contain'd in the Table, it only remains to add what else remarkable occurr'd during that Time, where once for all it may be said, that the Batchelor Prize not keeping up with the Fleet, we were oblig'd several Days to take her in Tow; yet sometimes alter'd without any Help, and made Way as well as the rest.

April 23. being St. George's Day, and the Anniversary of her Majesty of Great Britain's Coronation, the Duke and Dutchess saluted each other with several Chears, Drums beating, Trumpets sounding, and St. George's Jack slying. In the Evening, gave all the Men Liquor, to drink her Majesty's Health.

St. Helena Island.

April 3. 1711. in the Evening made the Island of St. Helena, at a good Distance. It lyes in 16 Degrees of South Latitude, and 22 Degrees Longitude West from the Cape of Good Hope, being about nine or ten Leagues in Length, not so much in Breadth, and above 300 Leagues from the Continent of Africk Next the Sea it is almost every where encompass'd with high Rocks, which hinder the Ap proach, there being but one Place convenient for Landing, and within there is much Mountain, but most of it cover'd with whole fom Herbs and Plants; and the Valleys are fo fruitful, that they produce whatfoever is brought from other Parts, and planted, in great Perfection. The Portuguese first discover'd it accidentally, as they were ranging down the Coast of Africk, to make their Way to the East Indies

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dies. According to their Custom, they left here fome Goats and Swine, which increas'd confiderably before the Island was inhabied, that they have ever fince afforded Refreshment to Ships that touch there. The Dutch ist inhabited, and some Time after abanlon'd it for the Cape of Good Hope, when the English possess'd themselves of it; but the Dutch, who had not thought it worth keeping efore, then thought fit to turn them out; ret kept it not long, being some Time after expell'd by the English, who still keep it, haring erected a good Fort for its future Security, and built a finall Town near the little Bay, where Ships generally anchor in their Way to or from India, to water and refresh their Men. rin's The Island producing Oranges, Lemmons, all each Sorts of Greens and Roots, the Sailors finding, much Relief at it against the Scurvy. Belack sides, it affords Plenty of Black Cattel, Swine, Men Fowls, Ducks, Geefe, and Turkeys, which the . Inhabitants fell for any Sort of Cloathing, or other Necessaries they stand in need of. It would be delightful living there, were the Spot larger, nearer some Christian Country, Good or more resorted to; but the Confinement to s in sosmall a Place in the midst of a vast Ocean, bove to remote from Communication with the rest rick of the World, renders it uncomfortable. Did not our India Ships often touch at the Cape of Good Hope, the Inhabitants of St. Helena ient would fare fomething the better, all their Trade depending on those Ships, which being but few, the want of any of them becomes a confiderable Damage. The Sea round about affords Variety of good Fish, which is another Help to those who have liv'd long upon salt Provisions. Sick Persons are often set ashore whilst

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the Ships stay; and if their Distemper be oc. cassion'd by the Sea, soon recover by Help of the wholfom Air of the Place, and the Varie ty of Refreshments. It is a mighty Satisfa. ction to Sailors, as well as Paffengers, to fet their Feet ashore, after so long a Passage as in from Europe thither, and before they proceed upon fo great a Run as still remains from The Dutch have made the thence to India. Cape what it is, from a wretched defolate Place, only for the Relief of their India Ships: and were the English as industrious in promoting their own Interest, this Island might be confiderably improv'd, and no less Advantages would accrue from it, the Situation being so convenient for that Trade, and the Soil producing all Things proper for Refresh. ment.

For some Days past, found we had met with strong Currents, setting us to the N.W. farther than we expected. May the first 1711 at Noon took our Departure from the Island St. Helena, bearing East, distant 11 Leagues.

May 7. 1711. after our Departure from St. Helena, to this Time, had fresh Breezes at S. E. as in the Journal Table, with strong S. E. Currents. This Morning at Six made the Island of Ascension, which shews to be bigger than St. Helena, which is not inhabited, has little fresh Water, therefore little resorted to, unless sometimes Ships touch there for Tortoises, whereof it has much Plenty. This Day at Noon it bore E. half N. distant to Leagues. I make its Latitude about 7 Deg. 40 Min. South; and Longitude from St. Helena, 9 Deg. 10 Min. West. We still found the Current set us to the N. W. and so continu'd

Ascension Island.

tinu'd to the 17th. Cross'd the Equinocial the 13th.

May 23. were in about 7 Deg. of North Latitude, and fince the 17th had small variable Breezes, with close, hasy, very hot Weather, and heavy Showers of Rain; but at this Time found little Current. The 22d the Admiral's Captain of the small Privateer had been Aboard, to bring our chasing Instructions. The Dutchess and King William Frigats, with the Adventurer, a Dutch Caper, were appointed for that Purpose; the Particulars where of are among our sailing Orders from the Admiral.

June 8. two of our Dutch Sailors dy'd, and were decently bury'd, according to the Cuftom at Sea. Had very hot Weather for some Time before, and saw great Quantities of Gulph Weeds. About this Time all the Flag Ships struck their Flags, the Admiral hoisted a broad Penant, and all the other Ships theirs, which I take to have been done, that in case we should see any Ships, they might imagine us to be a Squadron of Men of War. The 12th, we whipp'd two Dutch-men severely for Mutiny and Quarrelling, and then put them into Irons. Had but little Wind for some Days, by Reason of our being in the calm Latitude, which we reckon from 25 to 28 Deg.

June 13. the Admiral made a Signal for each Ship to keep in the Line, the 14th black'd our Ship, the 15th in the Morning the Admiral made a Signal for all the English Commanders, who went Aboard and din'd with him, had a plentiful Entertainment, and were much carefs'd. These Days small Gales from the E. N. E. and N. E. and very hot Wea-

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June 22. were forc'd to cast off the Batchelor, which we would have tow'd, as was frequently done before; but could not then, by Reason of the Squals coming stronger; therefore the Batchelor had leave to keep a-head of the Fleet, and we to be near, for Fear of any Missortune. The squally Weather oblig'd us

to go under our low Sails.

June 23. a Dutch Ship being in Distress, fir'd feveral Guns, whereupon we shorten'd Sail; but foon after the fame, firing another Gun, to fignify the Danger was over, we all made Sail again. The 24th endeavouring to tow the Batchelor, stav'd two Cask we had flung, and veer'd a-stern, instead of a Buoy for them; but they carrying fo much Sail, could not get hold of it. In the Afternoon the Batchelor hoisted out their Pinnace, and fent Aboard, to carry the End of our Cable from us to them, with a Coil of small Rope, to veer away upon Occasion; but through Carelessness of those Aboard the Ship, as well as in the Boat, she funk a-thwart the Hawfer; however, the Men all got Aboard. Then we turn'd to Windward, and took up most Part of the Boat, the Ship having broke her Back in running over her. In the Evening the King William took the Batchelor in Tow, and calt her off again the next Morning. The 26th a Council of War was held Aboard the Flag. At this Time we again found a strong Current setting us to the N. E. Latitude, Longitude, &c. as in the Journal-Table.

June 30. from the 26th had Southerly Winds and thick Weather, therefore kept firing Guns, as directed by our failing Orders, every half Hour. Continu'd the same the 1st and 2d of

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July; and being in above 58 Degrees of North Latitude, had little or no Night, but very thick cold Weather. Capt. Courtney, and ma-

ny of our Men, were fick at this Time.

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July 10. 1711. in the Morning, the Donegal India-Man having loft her Fore Top-Mast, made a Signal of Diffress, whereupon the Fleet shorten'd Sail; but another Mast being got up, all sail'd again. July 12 in the Morning, reeft our Courses, then brought to, and lay by for the Fleet. Being at this Time in near 60 Degrees of North Latitude, had no Night, but cold drifling Weather; yet nothing comparable to the Cold going about Cape Horn in the same Latitude Southward. These Days faw feveral Gulls, and other Sea-Fowl. 14th at Seven in the Morning, made the Mand Bora Bora, bearing about S. S. E. distant 8 Leagues, Island. had then a moderate Gale at S.W. At Three in the Afternoon spoke with a Danish Vessel, bound for Dublin, who acquainted us there was still War between France and the Allies, as also between the Danes and Swedes, and that he had spoken with a Dutch Squadron of about 13 Sail of Men of War and Victuallers, that were cruizing in quelt of us, near Fair Island, fo that keeping between that and Shet-shetland. land, they must needs see us. The 15th in the Morning, we saw those Ships to Windward of Fair Island. Having made the Signal, they bore down to us, and by Noon several of them had join'd us. Then all our Fleet faluted the Commodore, and he made the Signal for all the Commanders to go aboard him for their Sailing-Orders. Capt. Courtney and Capt. Dover went, and were very well entertain'd by the Commodore, who told them he would supply their Ships with Beer, or any other н

other Thing he had aboard, they paying for the same. I reckon'd we were this Day at Noon in 59 Deg. 16 Min. Latitude North per Estimation. Longitude from the Island Ascension to Fair Island, 17 Deg. 10 Min. East. Variation about 11 Deg. 30 Min. West. We lay off Shetland two or three Days, for some of the Cruizers to join us; and having but little Wind, catch'd Ling, Cod, and other Sorts of Fish. The Inhabitants of Shetland, who are North Britains, went aboard our Ships in Norway Yauls, carrying fresh Provisions, which they fold at very reasonable Rates, being a very poor People. It is not worth while to give any Account of this poor Northern Island, which can afford nothing remarkable; and indeed it is from my Purpose, being quite out of the Way as to our Voyage to the South Sea, or round the World. The Reason of our coming Home that Way, was for the avoiding of any strong French Squadron which might be abroad, and we coming from fuch remote and Southern Parts intirely ignorant of it. This Way North about has been often us'd, for the more Safety in Time of War with France, those Seas being so remote from their Parts; and where they are unwilling to expose their Men of War, as well by Reason of the little Security there is from the Wind and Weather, as because of the Danger of Dutch or English Fleets, which have nearer Places to retire to upon discovering any Danger; the nearest the French can pretend to make for out of those Northern Climes, being Dunkirk, well known to be none of the best, especially for great Ships to go into boldly in Case of Danger, notwithstanding the prodigious Expence pence the King of France has been at for im-

proving that Harbour.

July 19. at Noon I reckon'd the Head of Shetland bore N. N. W. distant 150 Miles. The 16th before, we had fent our Agent, with the Agent of the Batchelor, aboard the Duke, to demand all the Gold, Plate, Pearl, and Jewels; and, in Case of Refusal, to protelt against the Officers for refusing to deliver the same; but these being more private Differences, we shall pass them by for the suture, as has been done before. The same Day we receiv'd four Hogsheads of Beer from on Board the Commodore. We had above 40 fick at this Time in our Ship; and the 18th in the Morning Mr. Duck, another of our

Mates, dy'd.

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From the 19th the Wind continu'd variable, from the E. N. E. to the S. W. July 21. a Frigat was dispatch'd with Letters of Advice for Amsterdam. We kept founding when upon the Banks, and found all agreed well with our Charts. July 23. at Eight in the Morning faw the Land bearing about S. E. by S. diltant four Leagues, and foon after feveral Boats with Pilots. We made a Waift, and one of them prefently came Aboard us. From Shetland, to the Texel, I reckon the Course is near S. E. by S. Distance 160 Leagues. Seven in the Evening, God be prais'd, we came to an Anchor in the Texel-Road, having Arrive in before saluted the Commodore, who lay off to the Texel. lee the Ships go in for Helvort Sluice, and other Places. We were on our Passage from the Cape of Good Hope, to the Texel, 3 Months and 17 Days.

July 24. 1711. in the Morning, the Flag and India Men bound for Amsterdam, weigh'd.

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We faluted the Admiral with nine Guns, and then went ashore, to get Refreshments for our Men. The 27th receiv'd a general Letter from our Owners, which may not be unacceptable to such as desire to see all that relates to our Voyage, and is therefore here inserted.

Briftol, June 6. 1711.

SIRS.

W E have receiv'd several of yours from sundry Places, particularly that of the 7th of February list, from the Cape of Good Hope, by the Oley Frigat, which is arriv'd in Ireland. One of the Super-cargo Men came Post for London, and we had the Letters by Express, on Sunday the 27th of May last, with the agreeable News of the Duke, Dutchess, and Batchelor's safe Arrival there.

By the Council's general Letter, your Resolution seems for Holland, unless you bear of a Peace, or meet with an English Convoy. The War continues, and Convoy is doubtful. Upon Receipt of yours, we have consulted, and writ to sundry Friends in London, what proper Methods must be taken, should you arrive in England. We have also writ to several Friends in Holland, to be fully inform'd bow to proceed, should you arrive there. We cannot yet expect Letters from Holland, but have receiv'd fundry Advices from London; all which confirm the East-India Company are incens'd against us, and have appointed a felect Committee to inspect their Charter, as to their Privileges, Bounds, &c. and are refolv'd to take all the Advantages they possibly can against us. We doubt not but that you have afted with all due Precaution Aboard, but there may be Danger of offending at Therefore we have writ divers of these Home. Capies ind

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g at these opies Copies to Several Ports, viz. Amsterdam, Rotterdam, and five or fix Ports in Ireland, that it is our Opinion and Order, that at your Arrival in any secure Port in Holland or Ireland, you dispatch away Advice, as soon as possible, by Express or otherwise, and remain in Port 'till farther Orders; and particularly to take Care that nothing be landed out of your Ship or Ships, that it may not be in the Power of any Informer to lay the least Accusation against you; for we lye liable both to the English and the Dutch East-India Company upon any Mismanagement, and they are resolv'd to give us all possible Disturbance. And since it has pleas'd God to bless you and us with probable Success, after your long and dangerous Voyage; and fince all your Company, from the Captain to the lowest Mariner, will have a good Interest therein, we doubt not but that you and they will be all unanimous to preserve their own and our Interest, and not commit any rash Ast to expose and bazard the whole; it being our Resolution, that every Person Aboard shall have a just and faithful Distribution of his Shares and Wages, and all Encouragement that can be expected. We do recommend it to you, that you read this Letter and Order to your respedive Crews, that every one may be apprized, that if either Officer, Sailor, or any who shall come Aboard of you, do carry any Goods ashure, for Sale or otherwise, the whole is forfeited and lost; and no doubt, but there will be some employ'd by the East-India Company to infnare some of you, who will use all imaginable Art for that Purpose. God Send you safe to your discharging Port, that we may have a joyful Meeting, is the Desire and Prayers of

Tom loving Friends,

John Batchelor, Charles Shuter,
John Hawkins, James Hollidge,
Thomas Clement, John Romny,
Thomas Goldney, Laurence Hollister.

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Other Letters are omitted, as not material in the Main to the Publick, they generally contain'd fresh Precautions for securing our selves, upon Mistrust of the Designs of the East-India Company. Therefore a strict Watch was kept Aboard every Ship, to prevent the carrying of any Thing ashore; and no Person whatsoever permitted to come Aboard,

for Fear of a Seizure.

The Dutch Men shipp'd at Batavia, being uneafy, I had fent up their Accompts to Amflerdam, in order to their being discharg'd; but on the first of August, 18 of them ran away in a Boat of the Country. Having receiv'd Letters directing to carry up the Ships into the Flitter-Road, where the Dutch India-Men usually ride, we anchor'd there on the 4th. The same Day the English East-India Men fail'd with Convoy for England. The 5th Mr. Hollidge, and others of the Owners from England, came Aboard, in their Way to Amsterdam, each Ship faluting them with 11 Guns at their coming and going. 11th, most of the principal Officers in the three Ships went ashore with Mr. Hollidge, and the other Owners, to the chief Magistrate on the Texel Island, where most of the faid Officers made Oath to a short Journal or Abstract of our Voyage round the World, and that, to the best of their Knowledge, they had not traded in India for any Thing but Necessaries and Provisions. The 12th, we all return'd Aboard our Ships, and held a Council

Council Aboard the Duke, where, in Consideration of the long Time our Officers and Men had been from Europe, it was resolved to supply them with some Money to recruit themselves ashore, 20 Gilders to every Sailor, 10 to a Land-man, and to every Officer proportionably to his Necessities; for which, and for surnishing Provisions, &c. for the Ships, Mr. Hollidge was desired to receive the Value of 1800 Pounds Sterling in Gold and other Treasure, to be exchanged at Amsterdam; however, upon second Thoughts he did not, but took up Money for the Use of the Ships, and gave Bills for the same.

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The 13th, receiv'd another general Letter from our Owners in England, promising to do Justice to us all, recommending Unity, and directing us to continue there, as not knowing where we should unlade, understanding that the English East-India Company design'd to seize our Ships.

August 14. 1711. most of our Men sign'd the following short Account of our Voyage, being very near the same that several of the Officers had sworn to at the Texel.

We whose Names are under-written, being Sea-men belonging to the Ship Dutchess of Bristol, do bereby testify and declare, and are ready, if Occasion require, to make Oath, that what is contain'd in this Paper, is in every Particular true, to the best of our Knowledge.

A Ugust 1. 1708. we sail'd from Bristol, and arriv'd at Cork the 5th of the same Month, where we took in Provisions and Men for our Voyage.

September 1. 1708. fail'd from Cork, and arriv'd near Teneriff the 18th of the fame Month; on which Day we took a small Spawife Bark, call'd the St. Philip and St. Fames, Antony Hernandes Master, come from St. Cruz, and bound to Fuerte Ventura; which Bark we ranfom'd for some few Necessaries and Provifions, she being of little Value. The 21st of the same Month, we departed from those Islands, and arriv'd at the Island of St. Vincent the 30th of the same Month, where we wooded and water'd. Sail'd from thence the 7th of October, and arriv'd at the Island Grande, on the Coast of Brazil, the 21st of November, where we again wooded, water'd, and clean'd our Ships. Sail'd from thence the 1st of September 1708, bound for the Pacifick or South Sea, and arriv'd at the Island Juan Fernandes in the faid Sea, the 1st of February 1708, where we wooded, water'd, and clean'd our Ships Sail'd from thence the 13th of the again. same Month, bound to the Island Lobos de la Mar. In our Passage thither, we took near the faid Island, on the 16th of March 1708-9, a small Bark, call'd the Assumption, Anthony Villegas Master, bound from Guayaquil to Santa, Burthen 16 Tuns, which we ranfom'd, and arriv'd at the faid Place the 17th of the faid Month. The 26th of the faid Month, in the Latitude of 7 Deg. 12 Min. South, we took a fmall Ship call'd the St. Fofepb, about 50 Tuns, laden with Planks from Guayaquil to Lima, which we ranfom'd at Guayaquil.

On the 2d Day of April 1709, in the Latitude of 6 Deg. 16 Min. South, we took a Ship call'd the Ascension, Joseph Morel Master, bound from Panama to Lima, Burthen about 450 Tuns, laden for the most Part with Timber,

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some Bale-Goods, and 72 Negroes; the Ship was ranfom'd at Gorgona. On the 3d of Awil, in the Latitude of 6 Deg. 14 Min. we took the Ship Jesus Maria Juseph, John Gustehis Master, Burthen 35 Tuns, bound from Guayaquil to Chancay, which was given to the Prisoners to carry them to Guayaquil ashore. The 15th of April, in the Latitude of 4 Deg. 8 Min we took the Ship Havredegrace, Joseph de Arisabalaga Master, bound from Panama to Lima, Burthen 250 Tuns, laden with Bale-Goods and 74 Negroes, which Ship we fitted with 20 Guns, intending to bring her to Europe. The 16th, in the Latitude of 3 Deg. 20 Min. South, we took a small Shallop, Burthen 15 Tuns, laden with Provisions, bound for Guayaquil; which Shallop we funk, and put the Prisoners ashore.

The 21st of April we took a Vessel call'd the St. Francis, Simon Jacob Debreves Master, bound from Santa to Guayaquil, Burthen 40 Tuns, laden with Flower. The Prisoners were turn'd ashore at Guayaquil, and the Vessel ransom'd at the Town of that Name.

On the 22d we took in the River of Guaya-quil two large Ships at Anchor, and five small Barks, without Men, with a small Parcel of Bale-Goods on Board one of the Barks; all which were ransom'd at Guayaquil. The same Day at Point Arena we took a Vessel, which the Men had quitted, Burthen 50 Tuns, which was afterwards taken by the Spaniards. On the 23d of April we landed with about 180 Men, and took the Town of Guayaquil, and continu'd Masters of it 'till the 1st of May following; which Town we ransom'd, and sail'd the same Day. On the 5th of June, in the Latitude of 2 Deg. 36 Min. North, we took a small

Small Vessel, call'd the St. Thomas de Villa No. va and St. Dimas, John Navarro Master. bound from Panama to Guayaquil, Burthen about 90 Tuns, laden with Iron, Pitch, Tar. and fome dry Goods, ranfom'd at Gorgona, The 8th of the same Month, Latitude 3 Deg. o Min. North, we took a small Vessel, call'd the Golden Sun, Andrew Henriques Master, bound from Port St. Foseph, to Guayaquil, about 30 Tuns, in Ballast, which we gave the Prisoners to put them ashore; which Day we arriv'd at Gorgona, and continu'd there fitting our Ships 'till the 8th of August. 18th of the fame Month, in the Latitude of 1 Deg. 9 Min. North, we took a Ship, call'd the Conception, Francis Salmon Master, bound from Panama, to Lima, Burthen 60 Tuns, in Ballast, given the Prisoners to carry them ashore; at which Time we fail'd for the Islands Galapagos, and stay'd there a few Days, and thence fail'd to the Tres Marias, on the Coast of Mexico, Latitude 21 Deg. 30 Min. North, where we fitted our Ships, and thence proceeded to the S. E. End of California, where we cruis'd 'till the 22d of December 1709. on which Day, in the Latitude of 22 Deg. 40 Min. North, we took, in fight of Cape St. Lucas, at the S. E. End of California, the Ship Encarnacion, Sir John Pichberty Commander, bound from Manila to Acapulco, Burthen about 400 Tuns, laden The 10th of Fawith several Commodities. muary 1709-10, we fail'd from Cape St. Lucas with the faid Manila Ship, now by us call'd the Batchelor Frigat, and the Ship Hauredegrace, by us call'd the Marquis, with Defign to make the best of our Way for Europe.

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On the 12th of March 1709-10, we arriv'd at Guam, one of the Ladrones Islands, where we took in Refreshments for our Men, such as the Island afforded. Departed from thence the 21st of the faid Month, and arriv'd at the Mand Bouton the 28th of May 1710, where we wooded and water'd; and fail'd from thence the 8th of June, and arriv'd at Batavia the 20th of the faid Month, where we made Application to the Governor for Liberty to purchase Provisions for our Men, and Necessaries for fitting our Ships; which, feeing our Commissions and Journal of our Voyage, they We continu'd there fitting Ships, which were very much disabled and Worm-eaten, 'till the 14th of October following; and examining the Marquis, found her Bottom so much eaten by the Worms, that it was impossible to bring her to Europe; on which Account, we took out what Goods were on Board of her, and put them on Board the Ships Duke, Dutchess, and Batchelor, and most of the Guns and Materials, and then dispos'd of the Hull for 575 Dollars, which Money was expended for Provisions for our Men, and Necessaries for our Ships. From Batavia we fail'd the 14th of October for Java-Had, where we wooded and water'd. Sail'd ence the 25th of the same Month, and arat the Cape of Good Hope the 29th of December 1710, and continu'd there for the Company of the Dutch East-India Fleet 'till the 6th of April 1711, and arriv'd at the Texel the 23d of July following.

We also farther make Oath, that we went out as private Men of War, and not as Trading-Ships, and that no Sort of Merchandize was shipp'd on Board the said Ships to

trade

A VOYAGE to the South Sea, and

trade withal, and that we have not been in any Place or Places, or Islands in the East. Indies, more than what has been above express'd; and that we drove no Trade, nor made any Purchase at Bouton or Batavia, or in any Part of the East-Indies, more than for Necessaries and Provisions.

Sign'd by most of the Men in the Ship.

After this, continu'd here, without any Thing remarkable, 'till the 30th of September 1711, when we fail'd from the Texel, under Convoy of her Majesty's Ships, Esex, Canterbury, Medway, and Dullidge, sent over for that Purpose from England. Came to an Anchor in the Downs, October 2. 1711, at 10 in the Morning. October 13. the Duke and Dutchess came up to Erif, the Batchelor having been there some Time before. At this Place all the Ships moor'd, and continu'd 'till unloaded.

The End of the Voyage round the World.



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## DESCRIPTION

OF THE

Sea-Coasts, Head-Lands, Soundings, Sands, Shoals, Rocks, and Dangers; the Bays, Roads, Harbours, Rivers, Creeks, Ports, and Sea-Marks in the South Sea, from the Port of Acapulco, to the Streights of Magellan; shewing the Courses and Distances from one Place to another, the setting of the Tides and Currents, and the Winds generally reigning; with exact Draughts of the Coast, the Bearings, and of several Ports.

The whole translated and copy'd from the Spanish Manuscript Coasting-Pilots, gather'd from the Experience and Practice of that Nation, for 200 Years on those Seas.

## CHAP. I.

The Sea-Coasts, &c. from the City of Panama, on the Isthmus of America, to Callao, which is the Port to the City of Lima, Capital of Peru.

HE City of Panama is in 9 Degrees of North Latitude, a Place of great Trade, where Ships lade for Peru and New Spain.

Two Leagues S. W. from Panama, is

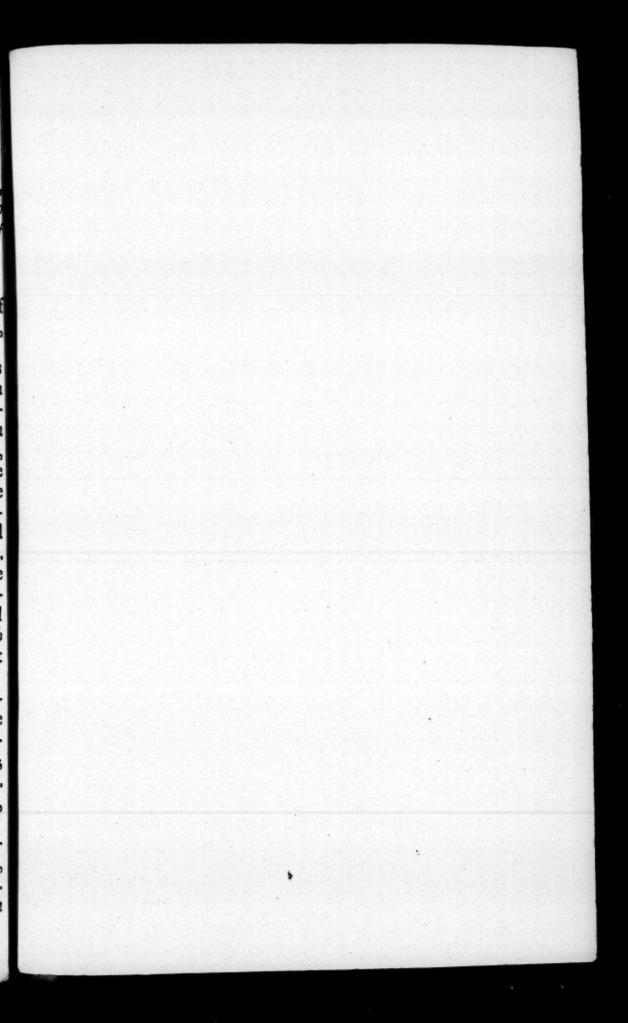
Port Perico, form'd by three Islands, which are a bare League from Rio Grande, or the Great River, N. by W. and S. by E. In the Mid-way from Panama, to Port Perico, is a dangerous Rocky Shoal, where some Ships have perish'd, and others have struck, and lost their Rudders. From Perico, to the said Shoal, is a League; and they bear from one another N. E. and S. W. and the Shoal with the Hill of Paitilla North and South. Seven Leagues E. S. E. from Panama, is the Island of Chepillo, half a League in Compass, all wooded with Fruit-Trees, and abundance of Plantans. It lies near the Continent, and on the South side of it, is deep Water; but the North is so shoal, that small Boats cannot pass, and on it there is fresh Water.

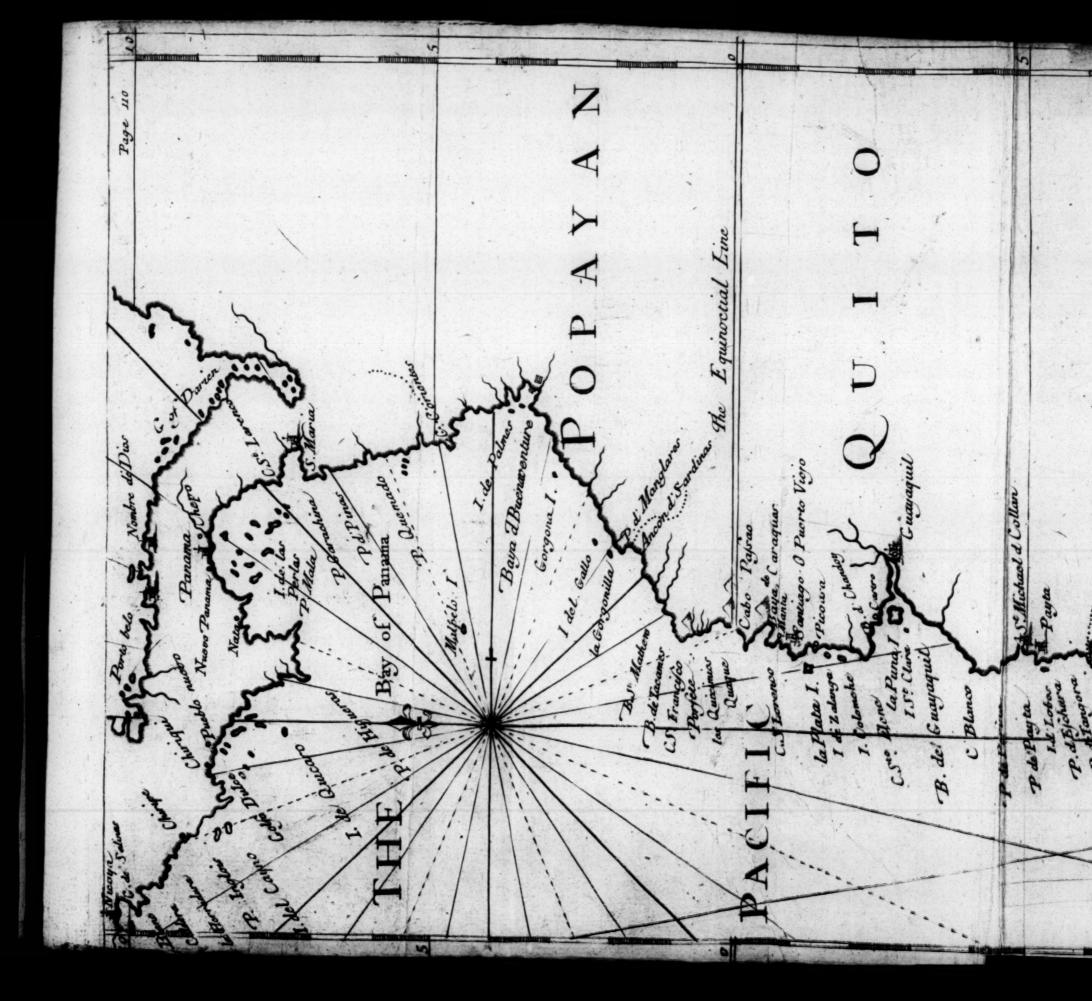
Between the Island of Chepillo, and the City of Panama, are three Rivers which fall into the Sea. The first the River of Juan Diaz, two Leagues from Panama; the next that of Tuguman, two Leagues farther; and that of Pancora, two Leagues beyond the last. The Tide goes up them, they are shoal next the Sea,

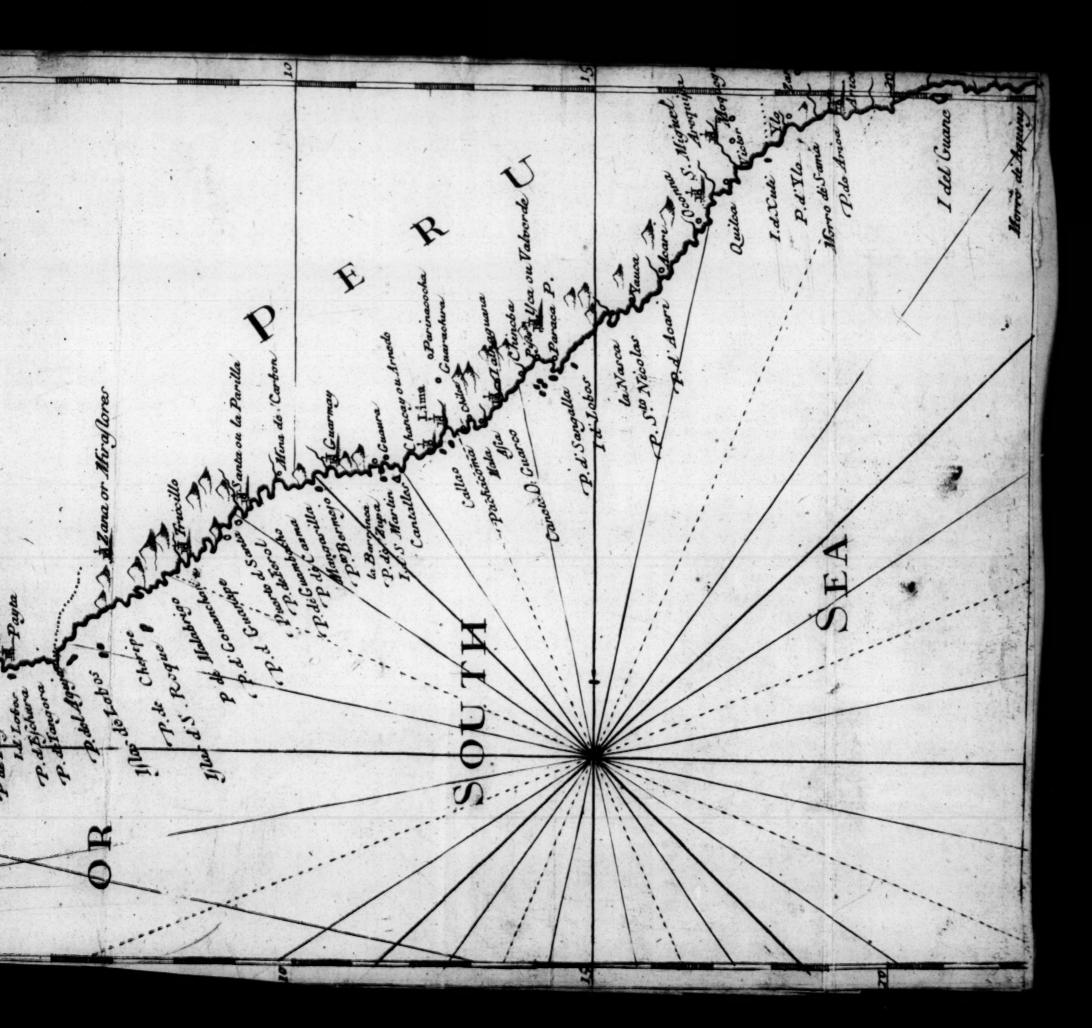
and shaded with Mangroves.

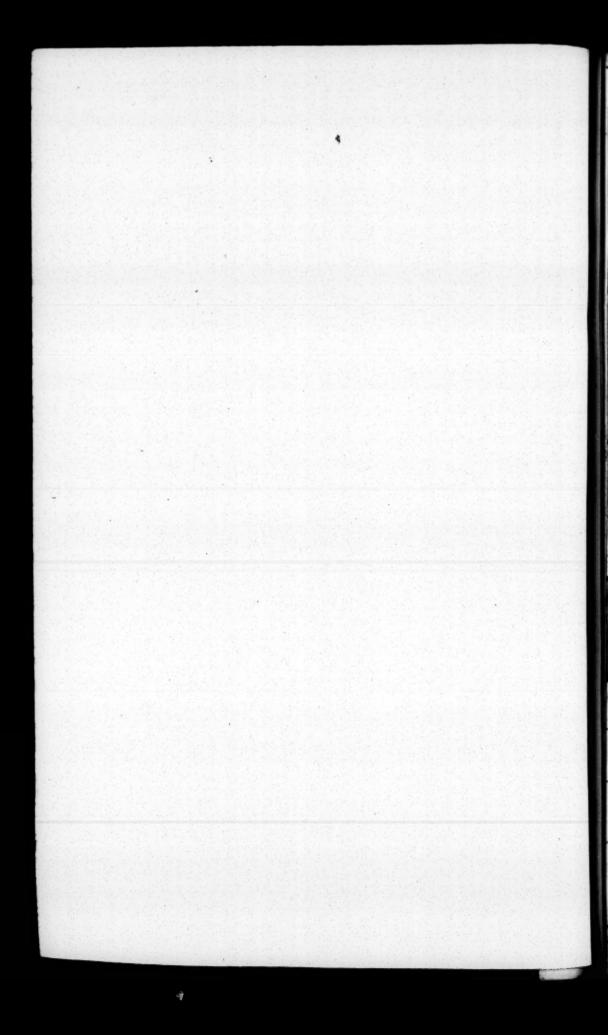
Half a League to the Northward of the Island Chepillo, is the great River Bayana, which runs up to Chepo, where there are many Farms, and much Timber.

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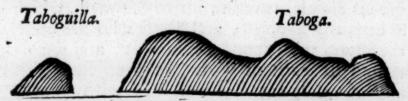
From the Island Chepillo, to the River Maestra, and Point Manglares, or Mangroves, five Leagues, and in that Way three Rivers, being those of Chinilla, Lagartos, and that of Pariga. At the River of Maestra, and Point Manglares, or Mangroves, there are some dangerous Shoals, running out to Seaward, which are to be carefully avoided; and those who are going in for the Shore, must sound all the Way, and when they come into six Fathom Water, turn off short for the Island Pacheca, lying East and West with Point Manglares, or Mangroves; for close to that Island there is deep Water. All the Coast between the River Maestra, and the Island Chepillo, is slat, and full of Shoals, which run farthest out to Sea at the said River and Point.

The Island Pacheca is 11 Leagues from Ranama, N. W. and S. E. and 11 Leagues from those of Perico E. S. E. and W. N. W. This Island Pacheca, and that of Chuche, lie N. N. E. and S. S. W. four Leagues distant. The Island of Chuche is the biggest of all the Pearl Islands, next to the King's great Island, and the Port where the Boats anchor at it, is on the North side. There are abundance of Mice on it; but the Water is deep: 14 or 15 Fathom within a Bow-shot, it has fresh Water, and on the South side there are seven Rocks above Water, or small Islands, close by one another. Chuche is 15 Leagues from Panama, North and South, 12 from the Island Otoque, N. W. and S. E. and 12 from that of Taboga N. N. W. and S. E.

Taboga and Otoque bear N. N. E. and S. S. W. four Leagues distant. Taboga is above a League in Compass, high and woody, the Port on the E. S. E. side, and in it is a Creek of fresh Water running down into the Sea, where the Boats take it up. This Port is deep, and has good Hold for Anchors, and about the are several other Creeks of fresh Water. Near this sland is another smaller, call'd Taboguilla, or little Taboga. Ships may pass between them, keeping close to

Taboga ;

Taboga; for Taboguilla has a rocky Shoal, where the Sea is often feen to break. Neither must you come too near the Head-land of Taboga, when getting out of the narrow, because, if the Flood rises, it will drive you upon the Head-land.



As you pass along between the Islands beyond Pacheca, tacing West, you will see Taboga, which shews thus; as also Taboguilla, much less than the other, ap-

pears as above.

At Isla del Rey, or the King's Island, on the S. W. fide, there is deep Water, but shoal on the N. E. as far as the River Mahe, at the Mouth whereof is a fmall Island; from the N. W. side whereof several Shoals run out; be fure to keep clear of them. Two finall Leagues short of the River Mahe, is that of Chiman, with a little bare Island or Rock at the Mouth of it, which you run up close to, because there is deep Water, but cannot pass to the Landward of it, by Reason there are many Shoals. Between this River of Chiman, and that of Maestra, is Rio Hondo, or deep River, by another Name call'd Boca tuerta, or wry Mouth, very deep, and so full of Windings with in, that the Sea cannot be seen, having eight Fathom Water. At the Mouth of it, there are some Sand Banks; and there must be Care and Skill to get into it. All the Way from the River Chiman, to that of Pena Oradada, or the pierc'd Rock, which is two Leagues, there are good Trees, call'd Marias, for Masts and Yards, as also Cedars, Oaks, and Medlar-Trees.

From the finall Island of Chiman, to Cape St. Lawvence, there is deep Water, and anchoring in 10 and 12 Fathom, but come no nearer to the Land, because

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there are many Rivers and Shoals. At Cape St. Lawrence you may anchor, for it is clean Ground. All the Coast above-mention'd, is low, and cover'd with Mangroves, as far away as the Bay of St. Michael, in which there are some small Islands, and considerable Rivers, where there is safe anchoring, without Danger of Winds blowing in, in above 15 Fathom Water.

The Island de la Galera, or, of the Galley, and Point Garachine, bear E. S. E. and W. N. W. and two fmall Leagues thort of the Island, and somewhat above three from the Point, is the Shoal of St. Joseph. From the Mand Galera, to Point Garachine, is five Leagues. On St. Foseph's Shoal there is two Fathom Water in fome Places, and three in others, and it bears with Point Garachine East and West, and with the Island Galera almost E. by N. and W. by S. Ships may pass between the Island and the Shoal, keeping closest to la Galera, as also between the Continent and the said Shoal. At the Ebb the Water fets strong upon the Islands. Two Leagues to the Offing N. E. and S. W. with the Island Galera, is a Bank the Sea uses to break on, but there is much Water about it; and on the S. W. fide of the Island Galera close to it, there are rocky Shoals. The Sea runs violently between thefe Islands at the Ebb and Flood, from August to October, which are the three Months when the S. W. Winds blow hardest; and then you may fail without the Islands, because there is Room for long Trips upon tacking. The rest of the Year you may go within them, because the Season is calmer, and there are Land Breezes, and you may come to an Anchor. Point Garachine is small from the Bottom to the Top, somewhat full of Hillocks, and a Ridge on the Top, and in it a small Break, call'd Sapo.

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When this Point Garachine at (0) bears E. by N. it shews thus. The next Bearing joining the two Lands, where the Crosses are, is the Coast as it runs along to Port Pinas; all L. which may be feen in clear Weather.

The Land of Port Caracoles.



Joining this with the other above, as is there faid, it reprefents the Land as it rifes, from Port Caracoles, to Port Pinas, which may be feen in clear Weather, the Crofs being eight Leagues to the Eastward. Point Garachine.

mention'd bearing N. by E. it shews thus. If the Weather be clear, you will see Port Pinas towards the S. E. As you come from the Offing, to make the Land of Garachine, the Hill call'd Sape above-

Point Garachine.



When the Hill Sapo bears E. by N. it shews thus, feven Leagues out at Sea.

From Point Garachine, to Port Pinas, is feven Leagues N. W. and S. E. and by the Way, in a small Bry formed by the Coast, is Port Caracoles, above-mentioned. Port Pinas is the highest Land, and most copling of any on that Coast, and on the Top of the highest Mountain are certain Brakes, which appear plain when Port Pinas bears N. E. A little without the Mouth of this Port, you'll see two little Isles, or Rocks, close to one another, on either side of which, ships may pass in or out; but the best Way is between them. To the S. E. of this Port, there

there are four or five little Isles, which you are not to come too near. When in this Port, you'll see a large Bay, every where deep Water, and safe anchoring in any Part; and at the N. E. End of the Bay, is a sandy Shore, on which you may lay the Head of your Boat, going up. On the right Hand, is the Pine Grove, and on the left a River of Salt Water; but half a League up it, you'll find fresh Water, which runs down from the Top of the Mountain. Here are Masts and Yards, and Places to careen; and farther up, another little Bay is form'd by the Sea. At this Port Pinas there are sometimes Indians in Arms, for which Reason it is not safe to go ashore unprovided; and when up the River, take Heed your Boat be not left dry.

From Port Pinas, to Morro Quemado, or burnt Headland, 12 Leagues N. W. and S. E. the Land lowering all the Way from the high Mountains of Port Pinas to the S. E. 'till you come to Morro Quemado; and about the Mid-way, there are some flat Brakes among the Mountains, which may be seen when they bear N. E. Three Leagues short of Morro Quemado, is a small Bay, and at the lowest Land is a River, and abundance of Coco-Nuts. Morro Quemado is high Land; and when bearing East, at a considerable Distance, appears even on the Top; but when near, there is a Brake, which makes a large round Head, upright next the Sea, and without that Head is a high Rock.



Bearing E. and E. S. E. shews thus.

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Morro Quemado bearing N. N. E. shews thus, and the Land rifes from the Cross towards the S. E. as far

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From Morro Quemado, to Puerto Quemado, or burnt Harbour, which is a high Head-land, and to the S. E. of it are three or four small high Rocks, or bare Isles; the Distance between Morro Quemado, and Puerto Quemado, three Leagues.



When the Height of Puerto Quemado bears E. by N. it shews thus.

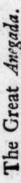
At this Head-land of Puerto Quemado begin the Anegadas, or overflown Islands, and run along 'till within fix Leagues of Cape Corrientes, or Currents. these Anegadas is a Bay of low Land, full of Hillocks, which, when out at Sea, look like fo many Islands parted from each other, and much Depth of Water there is there. Note, That there is no anchoring all along this Coast, from Port Pinas, to Cape Corrientes; nor is it fafe going in too close with the Shore, lest the Wind should start up athwart, and, together with the Sea, run the Ship a-ground, especially when the Vendabales, that is, the South West Winds prevail; but if the Trade-Winds reign, you may venture near the Coast, for then the Wind and Currents bear off. ferve, that all along this Coast, the Indians are not fubdu'd. At the End of the Anegadas, is a large Bay, well land-lock'd, and good anchoring; and from this

Bay the Land runs somewhat towards the S. W. and the Point form'd by the Land co-Salt-Pits, which coming from the Seaward, looks like the Point of Garachine, bating that the high Land is not fo lofty as that of the other call'd el Sapo.

From Morro Quemado to Port Pinas.

The Head-land, or Point at the Crofs, is that which advances from Morro Quemado to- 12 rids Port Pinas; and when the little Head-land at (0) bears Eaft, it shews thus.

The Great Angada. wards Fort Pinas; and when the little Head-land at (0) bears Eaf, it shews thus.





The Great Anegada, bearing E. N. E. when you are eight Leagues out at Sea from it,

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The Great Anegada, bearing E. N. E. at a greater Distance, shews thus.

Point Salinas, in 5 Deg. 45 Min. North Latitude.



When the Point at the Cross bears East, the Land of Salinas shews thus.

From this Point Salinas, or, of Salt-Pits, to Cape Corrientes, or Currents, fix Leagues; and from Port Quemado, to Cape Corrientes, 29 Leagues. This Cape Corrientes is a high round Head-land, on the Coast, with two Hillocks on it, close to each other. The high Head is half a League up the Land, and when it bears S. E. looks like a high round Island. From Cape Corrientes, to the River Nionimos, 10 Leagues N. W. and S. E. the Coast low, the River large, and has two Mouths. The Banks of it inhabited by Indians, who are fornetimes at Peace, and other whiles at War; but there is no trufting them, for they go about in Canoes, robbing the Boats they meet. Opposite to this River, is the Island Palmas, low, and about it are many Shoals, and most on the S. W. side. From the River of Nionimos, to the Bay of Buena Ventura, or, good Fortune, 10 Leagues; to fail for which River, you are to make into a large Bay, call'd also de la Buena Ventura, or, of good Fortune, into which three Rivers and many Creeks fall. The Rivers are, those of Lagua, of Buena Ventura, and of Ostiones. The Bay has little Water, and many Shoals. From the River Offiones, a Shoal runs half Way into the Bay.

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Cape Corrientes, in 5 Deg. 15 Min. North Latitude.

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Thus it shews, when bearing South.



Thus it shews, when coming from the Seaward, and bearing E. and N. E.

Cuchilla de Sotavento del Cabo de Corrientes, or the Leeward Ridge of Cape Currents.



Coming for the Anegadas, or Port Quemado, and facing to the S. E. in fair Weather, this Ridge may be sen within Cape Corrientes, at 10 Leagues Distance from the Coast.

In the Bay of Buena Ventura you may anchor under a Head of Mangroves, on the right Hand, which is an Island made by the River of Offices, and call'd Realejo; you are there to anchor before a small Creek, which, when moor'd, will be a-head of you. The Shoal I mention'd above to be in the Bay, does not appear but at low Water. If you would go up to the Fort, find out the Channel; and coming into the Bay, as far as the Land which runs to the N. W. you will find from four to five Fathom Water, sounding all the Way, and come not too near the Land, for there are many Shoals. This Land trends to the N. W. and has no Mangroves; but the Continent makes

makes an indifferent upright Head, on which are some white and red Spots; and farther to the N. W. is the Island Palmas, making a sharp Point. Near the Head last mention'd, is a little round Island, with some Trees on it, not to be feen out at Sea, because it is close to the Shore; but when you are in the Bay, and when a-ftern of you. It bears with the Mouth of the River Buena Ventura, E. and W. fomewhat inclining to N. W. and S. E. and in the same Manner with the Island call'd Realejo. The River of Buena Ventura has but little Water; fo that no Ships can go up it, but only the Trading-Boats. When you come into the River, you will fee a Tree in the Sea, which you are to leave on the Right Hand, to fail up; and then you'll see a Creek on the Left, go not up it, for there is no Way out; and when you come to the four Mouths, go not up the first, on the Right Hand, because there is no passing, and you'll be a-ground; but make up the fecond, which is fafe, and tho' it feems narrow, is not fo. Going up, you'll fee a Creek on the Right, call'd de Pero Lopez, run not into it, because it leads into the Sea. Above it is another on the Right, call'd de los Piles. Keep always to the Left, 'till you come to Puerto Viejo, where there are many Guayavas and Lemons, from the Time when this Place was inhabited. From Puerto Vicjo, is two Leagues to the Fort, opposite to which you are to anchor. The Marks to know this Bay of Buena Ventura out at Sea, are, low Land next the Sea, and high copling up the Country. If the Weather be fair, you'll fee on the Inland a high Ridge, and on it a Sort of Peek, and to the Southward of this Ridge, another thicker Hill, call'd de las Minas, or, of the Mines, which feems to be separated from the high Lands; and still to the Southward of it, is another round Hill, like a Sugar-Loaf. If it be clear above, you'll fee all this Land plain. Many confiderable Rivers fall into this Bay. among which are those of Piles and St. John.

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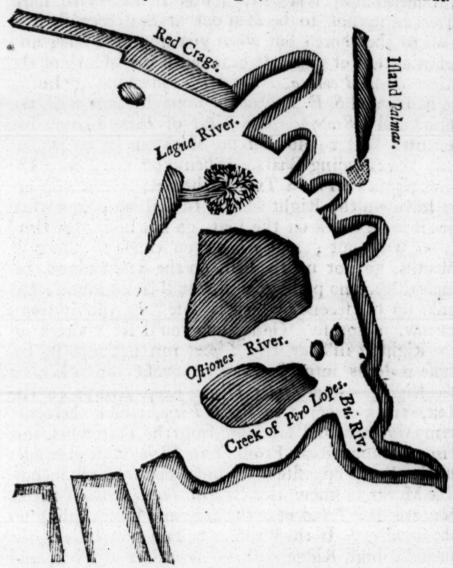
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are many Shoals running two Leagues out into the Sea; so that it is a dangerous Coast.

Buena Ventura Bay, in 3 Deg. 45 Min. North Latitude.



If you will pass between the Island Palmas and the Continent, it is deep, and you may turn it in, for there is 12 Leagues Distance.

From the Bay of Buena Ventura, to the Island Gorgona, 20 Leagues N. E. and S. W. The Island is high Land, about two Leagues in Compass, lying in Length

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N. E. and S. W. and has fresh Water next the Continent at a fandy Shore, where there is much Water. about 50 Fathom, a dangerous anchoring Place when the Wind is S. E. for it blows full in. Here are Plantans, as also on the small Island. When you design to anchor on the S. E. fide of this Island Gorgona. keep clear of the small Island, and a Parcel of Rocks you'll fee there. From the Island to the Continent, which is there low and shoal, is four Leagues. Island from the Offing, when it bears from S. E. to N. E. shews two Brakes; next the N. E. Point it is lower, to the S. W. it makes a thick Head-land, and in the Middle forms a round Peek rifing higher than all the rest of the Island, which, seen at a Distance, looks like a high Rock, or small Hillock in the Sea; and when you draw nearer, shews as below.

Gorgona Island, in 3 Deg. 15 Min. North Latitude.



When it bears from S. to S. E. you'll fee the little Island parted from the great one, and the low Point, which runs from Gorgona somewhat to the S. W. If the Weather be clear, when you look towards the S. E. you'll see high Mountains, which usually look white.

The



The Island Gorgona, at fix Leagues Distance, and bearing from S. E. to N. E. shews as



The Island Gorgona, bearing N. E. at a small Distance, shews thus.



The Illand Gorgona from the Seaward, at first Appearance on every Side, shews thus.

Standing



Standing in from the Offing to make Land, to the Windward of Gorgona, whether you fee the Island at a great Distance, or see it not, the Land of the Continent bearing E. S. E. will

thew as above.

the Island del Gallo, is still low Land, like that before-mention'd, cover'd with Mangrove Trees, and full of Flats, and all along it the Shoals run out two Leagues into the Sea. If you hap. From the Island Gorgona, to that call'd del Gallo, or, of the Cock, 24 Leagues, all the Coast low, full of Mangroves, subject to be overflow'd, and full of Shoals, occasion'd by the many Rivers coming from the Continent. The first of them call'd de Cedros, or, of Cedars, pen to ply upon a Wind on this Coass, come not within three Leagues of the Shore; and tho the Wind be large, hale out, and come not into less than 15 Fathom Water, or you'll be a ground, when you least think of it. Coming from the Offing, to make this Point Barbacoa, you'll see these Mountains up the Inland, and the Sea Coast, when near, very low, merly dwelt, who are now remov'd near the Island del Gallo. From this Point Barbacoas, to the second de las Barbacoas, near a low Point call'd also of Barbacoas, where those Indians forand subject to be flooded,

Thus

Thus shews the Point Barbacoas, when posited as above.

Short of the Island del Gallo, is the River of St. John, by others call'd of Telembi; and on the South fide of this River, is a little Mountain, of no great Height, call'd Morro de las Barbacoas, or, the Head-land of the Barbacoas, because the Inhabitants of the Point above-mention'd planted Colonies here.

Head-land of Barbacoas, in 2 Deg. 20 Min. North Latitude, bearing S. E. by E.



The Head-land of Barbacoas to the S. E. by E. shews thus.

You'll fee the Island del Gallo to the S. W. making a Brake, which looks like a great Island and a small one, 'till you draw near, when it appears to be all one, and on the Head-land is a reddish Slough. When nearer, it makes not so many little Brakes, only the S. W. Headland appears cleft on the Top next the Coaft.

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When you come from the Offing, and this Head-land of Barbacoas bearing Eaft, it shews thus, and the Mand del Gallo is lower on the South fide. If you view it more to the N. E. the S. W. Point will appear lower, and that to the N. E. higher.

The fame bearing E. N. E.



If it bears E. N. E. or more towards the N. E. distant about eight Leagues, it shews thus, and the Island del Gallo seems to be a Piece of the same Continent with the Head-land, and you always see the red Crag or Slough on this Head-land; and there are other small red Crags on the Island del Gallo.

If you coast along upwards, at about fix Leagues Distance, you'll fee it The Island del Gallo is not so high as the Head-land of Barbacoas, and at a Distance has a Brake on the N. E. side, which looks like two Islands, that which is towards the N. E. being the sinaller. The Island lies N. E. and S. W. and the Point to Windward is lower than

parted from the Continent, for they are half a League afunder. The Head-land of Barba- E coas to the N. E. is higher than the Island. If you come from the Offing, to make this coast, note, that from the Island Gorgona, to the Windward, there is no high Land on the Coaft, besides the Head-land of Barbachas, and this Island del Gallo.

The Island del Gallo, in 2 Deg. 15 Min. North Latitude.



This Island, bearing S. E. shews thus.



The fame Island bearing N. E. thews thus.

upright Head-land, and the Point goes off sharpening to the Windward, and at the End is another little upright Head-land. If you discover it coming, from above, there will appear no Marks to be observed, by Reason it is lower than the Head-land of Barbacoas, and they are so posited, as to appear all the same Head-land and Continent. On the River Tenlebi, on the Continent, there are Mangroves; if you stand in need of any Masts, you may anchor When this Island bears Eaft, there appears another Brake to the Windward, with a little

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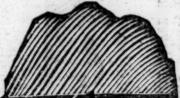
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on the N. E. Side of this Island del Gallo, tho' there is but five Fathom Water, you may go up with Safety, for it is all clean, before a sandy Shore; and if there be Occasion, you may lay the Ship a-ground, and wood and water, just beyond the Island del Gallo.

From the Island del Gallo, to Point Manglares or Mangroves, nine Leagues, N. N. E. and S. S. W. and in the Mid-way between them, is a small Island call'd la Gorgonilla, somewhat high, otherwise call'd Tumaco, which, when bearing from the South to the East, shews round, as below.

La Gorgonilla bearing from South to East.

o, it you main inced of any mails, you may anchor



Opposite to this Island, is a River, where, in case of wanting Water, Ships may anchor at the Mouth, or within it; for there is a clear Bottom. All the Coast is low, and there is safe Anchoring along it. Point Manglares or Mangroves, is low, very woody, and from the Seaward, looks as if it were subject to overflow. Come not near, for the Shoals run from it two Leagues into the Sea.

Beyond Point Manglares, there runs in a large Bay of low Land, call'd Ancon de Sardinas, or the Bay of Pilchards, full of Shoals, as far as the Mouth of the River of Santiago, where the Land begins to rife. From Point Manglares, to the River of Santiago, is 15 Leagues, N.E. and S. W. There is five Fathom Water in the Channel of this River of Santiago, and along it there is much Cedar; the Country inhabited by Indians, who are not subdu'd. The River is in 1 Deg. 20 Min. Latitude North.

From the River of Santiago, to the Bay of St. Matthem, five Leagues, N. N. E. and S. S. W. high Land, Vol. II. K with with red Crags or Sloughs. If you have Occafion to anchor, on Account of some hard Squals, and the Sea's running high, as often happens hereabouts; you may do it under the Shelter of fome Points running out from the Coast, between the River of Santiago, and the Bay of St. Muthew, in what Depth you shall think sit, provided it be not under six Fathom. If you would go into the Bay of St. Matthew, you must keep close to the Windward Crags, that the in feven Fathom, and not under; and if you want Water, go up the River in your Boat, where you will find it. There was formerly on this River a Town of Mulatto's, who fold Ebb may not drive you out, or upon the Shoal that is at the Mouth of it. You must anchor Maiz and Fowl.

The Bay of St. Matthew.



The Bay of St. Matthew bearing South, at a great Distance, shews thus, and you'll fee the low Land, full of Hillocks, running to S. W.



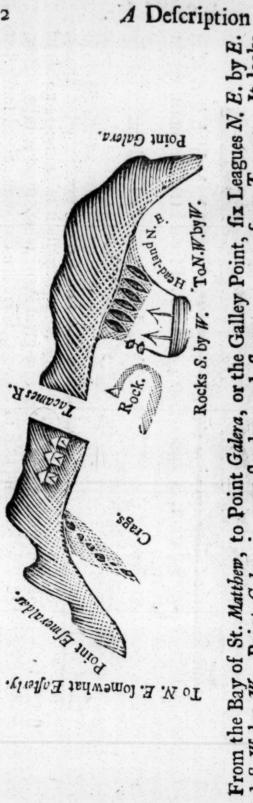
When the Break at the Crois bears East, about eight Leagues diltant, it shews thus.



When you come from the Offing, to view the Bay of St. Matthew, and the high Part of it Abears F. N. E. eight Leagues distant, it shews thus; and you'll see a little Mountain appear

, through the Break at the Crofs.

Way from St. Matthew's Bay, to the middle of that of Tacames, and there begins to rife towards ? Point Galera. If you would water at Tacames, look out 'till you fee five red Crags, where it From the Bay of St. Matthew, to that of Tacames, three Leagues. The Land lowers all the That between the Bay of St. Matthew, and that of Tacames, there is a dangerous Shoal fomewhat, is all clean Ground, and deep Water, and opposite to the said Crags, you'll find a Break, where there is Water, but if there should happen to be none, because it is Summer, go about a Musket-shot up the Break, and you'll find Water in a great Pool, where it never fails. Note, mear the Continent, keep clear of it. The Bay of Tacames.



and S. W. by W. Point Galera is very flender, and sharpens away from Tacames. It looks a like a Galley that is funk, with the Keel up, and the sharp Point the Sea forms, represents the Beak. You may anchor in this Point Galera, half a League to the Leeward of it, keeping. a little off from the Point, becaufe of the Shoals there are under Water. There is Water up the Wood, in a little Brook, which runs not down to the Sea, unless in the Rainy Winter

From Point Galera, to Cape St. Francis, two Leagues, high woody Land. The very End of the Cape, from a finall Diffance in the Offing, shews higher, and at a greater Diffance looks

like a great Island. If you coast along this Cape, take Notice that it makes three upright

next; and near the third you'll discover two Rocks above Water close together, and thence like a great Island. If you coast along this Cape, take Notice that it makes three upright Head-lands towards the Sea; and when you will think to weather the one, you'll fee the you'll fee the Land bend inward, forming a Bay of lower Land towards Portete.

of the Cape, from a imall Distance in the Offing, shews higher, and at a greater Distance looks

Cape St. Francis, in I Degree, Latitude North.



When bearing N. E. eight Leagues diffant, it shews thus.



When you come from the Seaward, to make Cape St. Francis, at first Appearance it looks like a high round Island; when the Head-land at the Crofs bears E. S. E. eight Leagues distant, it shews thus.

Bearing &

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From the Bay of St. Matthew, to Point Galera, or the Galley Point, fix Leagues N. E. by E. o. Point Galera, The Bay of Tacames.

and S. W. by W. Point Galera is very flender, and fharpens away from Tacames. It looks I like a Galley that is funk, with the Keel up, and the fharp Point the Sea forms, reprefents the Beak. You may anchor in this Point Galera, half a League to the Leeward of it, keeping. a little off from the Point, because of the Shoals there are under Water. There is Water up the Wood, in a little Brook, which runs not down to the Sea, unlefs in the Rainy Winter

From Point Galera, to Cape St. Francis, two Leagues, high woody Land. The very End of the Cape, from a finall Distance in the Offing, shews higher, and at a greater Distance looks

like a great Island. If you coast along this Cape, take Notice that it makes three upright

Head-lands towards the Sea; and when you will think to weather the one, you'll fee the next; and near the third you'll discover two Rocks above Water close together, and thence you'll fee the Land bend inward, forming a Bay of lower Land towards Portete.

of the Cape, from a small Distance in the Offing, shews higher, and at a greater Distance looks

Cape St. Francis, in I Degree, Latitude North.



When bearing N. E. eight Leagues distant, it shews thus.



When you come from the Seaward, to make Cape St. Francis, at first Appearance it looks like a high round Island; when the Head-land at the Cross bears E. S. E. eight Leagues difrant, it shews thus.

Bearing EE



Bearing Eaft, ir thews thus.

call'd del Portete, or of the little Port. There is Water on the left Hand near the Head-land. Cape to Cape; go not into it, for there are many Shoals. Five Leagues from Cape St. Francis, is Portate, or the little Port, the Coast lying N. W. and S. E. The anchoring is in five Fathom, near the Head-land; but you must found all the Way, because of some Sand Banks, From Cape St. Francis, to Cape Pafado, 22 Leagues, in a direct Run, lying N. by E. and S. by W. Immediately beyond Caps St. Francis, to the Windward, begins a large Bay from

The Wind here generally blows hard from Noon 'till Night, and then it grows calm, especially from May 'till December. The Land at Portete is high, and then falls away to the South- Grand of it, where it is low as far as St. John de Guaques; and in this Bay of low Land, there are three Rivers call'd of the Cojimies, from which there run Shoals three Leagues out to Sea, Is Coast of this Bay; for if the Wind falls, and the Tide flows, you will be drawn up to the Rivers. When you fail from Cape St. Francis, or Portete, run not too far along the Shore, without flanding for the Offing, tho the Wind be large, 'till you come to Barrancas Bermejas, or the Red Crags, which some call Vasta Borrachos, which is high Land, with deep Water along the Coast. These Barrancas Bermejas, are red and white Crags, which from the Seaward look and at the End of those Flats there are some little Islands. Come not near any Part of the

like Heaps of Salt, and are fix Leagues to the Windward of the Rivers Cojimies. If there be Oc-

like Heaps of Salt, and are fix Leagues to the Windward of the Rivers Cojimies. If there be Occasion, keep close up to the Land, leaving nine Crags to the Leeward, and you will then anchor conveniently a Musket-shot from the Land, in 14 Fathom clear Ground. There, about a Musket-shot up a Break, you'll find some Pools, in which there is Water all the Year, and may

See Say Willell Holli the Dearmin

Just at the very End of the Cape it forms a little upright Hollow, with Crags, which, when consar, looks like a Wall, and to the Leeward of it is a small sort of Port, where you may take a Shelter, if there be strong Gusts of Wind, keeping the Cape to the W. S. W. where you may ride.

Cape Pasado, in eight Minutes South Latitude. From Vafia Borrachos, to Cape Pafado, is fix Leagues N. E. and S. W. from a Point, which makes a little white Head-land, call'd Point de la Ballena, or Whale Point. Cape Pafado is a double Land, that is, one high Land appearing above another, and full of Shrubs on the Top. Just at the very End of the Cape it forms a little upright Hollow, with Crags, which, when near, looks like a Wall, and to the Leeward of it is a small sort of Port, where you may take

Cape Pafado, in eight Minutes South Latitude.



When it bears South, shews thus.



When bearing N. E. it shews thus.

To put into the aforefaid Bay, you must keep close to the Crags of Choropoto, carrying little Sail, always clinging to the Leeward Shore in four Fathom, and four and a half. Within it is dead Water, where neither the Wind, nor the Sea can do any Harm. Note, that if the Wind falls calm as you are going up this Bay, you may tow in, but must tow short, that the Sea Sand Stream may not drive you on the Shoals, which lye before the Bay. When you are to said Stream may not drive you on the Shoals, which lye before the Bay. When you are to some out, do it to the Leeward, keeping close under the Land that runs to Cape Pasado. In Sand Stream and Stream stream of the Leeward of the four white Crags, lying N.W. and S. E. There is no going into this Bay to the Leeward, for there are Shoals in the Entrance, and there is no plying to Windward, but you must keep to Windward to go up to the Crags of Choropoto, which are white, and then along the Coast. From Cape Pafado, to the Bay of Caracas, four Leagues, high Land next the Coast, with this Bay there is Wood and Water, as also Plenty of Cattel and Shell-Fish.

Coast begins to lower, and form a Bay 'till you come to Manta. About two Leagues short of From the Bay of Caracas, to the Port of Manta, nine Leagues, N. E. and S. W. high Land next the Sea, with some little Breaks and Crags to the River and Town of Choropoto, where the which, is a low Point, call'd Punta de Camas; come not near it, because there are Shoals running out to Sea. Somewhat short of Manta, up the Country, is a little Mountain, with some small

Breaks on the Top, and still more to the Southward is the Hill of Monte Christo, which is high, 1:41 Dungle on it and the I and telle among township of W If were broken Wind

lyes at the Entrance; and provided you keep the little Hill at the Crofs very open, fo as you may fee it above the Coast, you'll be fafe from firiking on the Bank; and as foon as the little Hill at the Cross comes to bear with the End of the Town, you are past the Shoal, and will advance in fix Fathom Water, to anchor in seven Fathom; and when the Church bears S. W. Breaks on the Top, and still more to the Southward is the Hill of Monte Christo, which is high, and has a little Break on it, and the Land salls away towards the S. W. It you keep to Windward, to put into this Port of Manta, you must sound all the Way, because of the Flat which you are in the Port of Manta.

Monte Christo.



When the high Land of it bears S. S. E. fhews thus.



When bearing E. S. E. it flews thus.

When 22



When bearing N. W. thus.

a Bay form'd by the Coast, there is a Bank running a League into the Sea. Cape St. Laurence is high and perpendicular; close by it are two small Islands, or high Rocks, call'd the Friars, is high and a great Shim.

is from 10 to 12 Fathom Water, and there is Anchoring at the  $E_{af}$  Side of it.



Cape St. Laurence in I Deg. Lat. South.

When bearing South, distant four Leagues, shews thus.

When Cape St. Laurence bears as above, and the two little Islands or Rocks appear without it, look out to the S. W. and you'll fee the Island Plata, or of Plate. All about it is clean; for that you may pass any Way. From the Cape, to the Island, is four Leagues. On the South side of it there are some high Rocks; at first Sight it appears round and high, nearer at South it looks like two Islands, and soon after you may see it is one.

The Island de la Plata, in 1 Deg. 15 Min. South Latitude.



Bearing S. S. W. at a finall Distance, shews thus.



Bearing N. E. thus.



Bearing S. E. fix Leagues distant, thus.



Bearing East, distant fix Leagues, thus.

From this Island Plata, to Point St. Helena, 18 Leagues North and South. From Cape St. Laurence Leeward to Port Callo, five Leagues N. W. and S. E. the Land lowering all the Way to the very Port of Callo, which is a little Bay; and Ships anchor in it to the Leeward of a little Island, which is to remain to the Southward, in fix Fathom Water. Note, That near this little Island, is a Shoal; and this is a better Port when the Trade-Winds prevail, than that of Man-

ta, where there uses to be a rough Sea.

From the Port of Callo, to the Island Selango, four Leagues North and South; and between this Port and Island there are two Ports, about a League distant from each other, and they are known by some white Crags to be feen there. The Port which lies most to Leeward, is the deeper; they are both inhabited. Island Selango and that of Plata lie N. N. W. and S. S. E. fix Leagues distant. The Land is somewhat high next the Sea, with high Hills up the Country; and along the Coast there are some little Bays and Strands.

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From the Island Salango, to the River of Colanche, feven Leagues N. by W. and S. by E. indifferent high next the Sea, and higher up the Country, being the Mountains of Picoafa, which end at the very River of Colanche; and if you observe them from the Offing, they narrow away to the Southward into a Ridge. Two Leagues short of Colanche, you'll see two little Islands, or high Rocks, call'd los Aborcados; and two Leagues to the Southward of them, is a little Island with a Rock by it, call'd the Island of Colanche. is deep Water, and there is anchoring in any Part of this Bay, and Ships may pass by any Part of the little Island, for it is all clean Ground. In the River of Colanche there is fresh Water, which is carry'd thence to the Town at Point St. Helena, which is two or three Leagues thence N. E. and S. W.

At this Port of St. Helena, if Occasion be, there are Refreshments to be had; the anchoring is before the Houses, in four Fathom, all about is flat, so that you will every where find the same Depth. Remember, not to anchor from the Town towards Point St. Helena, for there are abundance of Mice, and some

Shoals.

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From this Port of Point St. Helena, to the Point it felf, is about a League and a half, the Coast almost level with the Sea N. W. and S. E. The Point it felf is high, and at first Sight looks like a roundish Island, bare at the Top; but as you draw near, you'll see a lower Point run out, sharpening towards the Sea.

Point

Point St. Helena, in 2 Deg. 20 Min. Latitude South.



Bearing from South, to S. E. it shews thus.



Bearing North, thus.

To the Windward of Point St. Helena runs in a spacious Bay, lying N. by E. and S. by G. W. as far as Tumbez, where is the Mouth of the River of Guayaguil. From Point St. Helena, to Chandui, eight Leagues E. S. E. and W. N. W. low Land, and most of it white Sloughs; and three Leagues to the Windward of the said Point St. Helena, is the Point del Carnero, with some Rocks like little Islands close to it. Over Chandui you'll see some high Hills and Breaks, and still to the Windward, if you are within the Bay, you'll see the Heights they call of the Island of Puna and Chandui, where is the Mouth of the River of Guayaguil. No Ships go up this Mouth, by Reafon of the many Shoals.

The Mountains of Chandui.

Coming from the Seaward, to the Windward of Point St. Helena, you'll fee this little Mountain over Chandui, which bearing E. N. E. at a good Distance, shews thus. The Hill of Chandui.

The Mountains of Chandui.



Coming in to make the Land in the Middle of the Bay of Guayaquil, this Hill appears over Chandui, and when bearing E. N. E. fhews thus.



As you leave this Hill to the Northward, it feems to join to the Coast, with this Break and Peek.

From the Point of St. Helena, to the Island Santa Clara, lying at the Mouth of the River of Guaraquil, is 14 Leagues, and they lie N. W. and S. E. The Island Santa Clara shews differently, as is here represented, and some Ways looks like a dead Body in a Winding-sheet. Ships bound for Guayaquil go up to the Southward of this Island, steering E. N. E. for Point Arena, on the Island Puna.

The Island Santa Clara, in 3 Deg. 20 Min. Latitude S.



Bearing from E. to S. E.



The same bearing from N. E. to N.



The same bearing E. N. E.

From the Island Santa Clara, to Point Arena, in the Island Puna, seven Leagues E. N. E. and W. S. W. Great Ships cannot pass between the Islands Puna and Santa Clara, because there are many Shoals; and tho there be some Channels, none ought to venture in, who are not thoroughly acquainted.

The Way from the Island Santa Clara, up to Guayaquil, is represented in the next Page. Bearing West, distant fix Leagues. B. Grant Month Continued

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Vol. II.

L

## A Description of

The Town and Port of Gaayaquil, and Island Puna.



The Letters in this Cut of Guayaquil explain'd.

A. The Island Puna. B. The high Land of Mala. C. The anchoring Ground. D. Cambra Creek. E. Point St. Anne. F. Point Arena G. The Salt-Pits. H. Cape Blanco bearing S. W. I. The River of Tumbe. K. Payana River. L. Another River Payana. M. River Machala. N. River Valao. O. Salto del Buey, or, Ox's Leap. P. River Suya & Orange-Garden. R. River Vola. S. Boca Chica, or, narrow Passaga. T. 10 a Perde, or, Green Island. V. Bajos de los Frailes, or, the Fryes Shoals. W. Guayaquil. X. The Village call'd Pueblo de Daule.

From

high up the Country.

next the Sea, but

a Ridge of high Hills, call'd the high Lands of Tumbes, and the Coast runs along to a low Point, call'd the Point of Mero. When out at Sea, you'll see these high Lands of Tumbes, Trees. Come not near this Coast, for there are Shoals running out above a League into the Sea, and it is all flat, because of the Rivers. Two Leagues farther to the Windward, begins next the Sea, but high up the Country. This Place is known by a large Tree standing at the Mouth of the River, and seen at a great Distance, because it rifes above all the other which have fome Breaks, and up the Inland high Mountains.

horing a G. Tumbes. la. N. va. Q. affage. Fryers

The Mountain of Tumbes.



Standing in from the Seaward, to make the Coast of Tumbes, you'll fee this Mountain; and when the Break at the Crofs bears S. E. it shews thus.

high Hills, call'd of Mancora; and at the End of them is a little Bay, and a fandy Shore, concluding to the Southward in an indifferent high Point. To the Leeward of this Point, From Point Mero, to Cabo Blanco, or, white Cape, 13 Leagues N. E. and S. W. the Land next the Sea doubling, that is, showing one above another; and by the Way there are other

and in the little Bay, Ships may anchor to shelter themselves from the strong Gusts of Wind, 7

all even. About half a League to Leeward of this Cape, is a little Bay, fit to take Shelter in, against the violent Gusts of Wind and high Sea usual at this Cape. All along this Coast, from Tumbes, to Cape Blamo, the Current always sets upwards; so that there is generally a great Surf, occasion'd by the high Wind and rouling Sea. The best Way to weather this Cape, if there be Squals of Wind, is, to keep close under the Land, where there is good Depth, and make short. Trips, under Shelter of the Shore. This Cape is known by its Position, for the Coast downwards lies N. E. and S. W. and that upwards of it N. by W. and S. by E. and at and the rouling Sea, which is frequent along this Coast, and particularly at Cape Blunco. From Tumbes, to Cape Blunco, 14 Leagues, the Land doubling next the Sea, and the Coast the very Point of the Cape, there is a white Spot at the Edge of the Water.

Cabo Blanco.



Bearing S. W. by S. diffant about four Leagues, flrews thus.



Bearing N. E. by N. diffant fix Leagues, thus.



Standing in to make the Land to the Windward of Cape Blanco, this Mountain will arappear; and when the Hill at the Crofs bears Eaft, it fliews thus; and from the Part at (0) the Land runs high, and full of Hillocks to the Northward.

From Cape Blanco, to Point Parina, is seven Leagues North and South, some white perpensed dicular Crags in the Land, some sand Bays, which look like Harbours, the chief and greatest of them about the Mid-way, call'd Malaca, and about a League and a half front of Parina, is a thick Point, being a perpendicular white Crag, and to the Leeward of it is a good Port, call'd Falara. Only Boats repair to this Port, to load Salt, sor there is nothing else, nor so much as Water. Upon Occasion you may take Shelter there, if the Curron rent sets down. They ride here with three Anchors out, one to the Southward, another to the S. W. because of the many Squals from Noon till Night, and the other to the N. E. on Account of the Land-Breezes. The anchoring is in above 12 Fathoin. Note, That close to the very Point to Leeward, there is a Shoal, allow for it.

Night, when the Sea runs high, and all is hush'd, it is sometimes heard 2 or 3 Leagues off. Point Parina is low Land, and feems to make two little Iflands. Up the Inland there are high Wountains, and this Point looks as if it run out from the End of the Mountain. At

Point Parina, in 4 Deg. 20 Min. Latitude South.



When bearing S. E. distant three Leagues, shews thus.



Bearing North, distant three or four Leagues, thus.

From Point Parina, to Paita, feven Leagues N. W. and S. E. being a great Bay of low Eland, with some white Crags, as far as the River of Colan. Venture not into this Bay, for Elbert are often dead Calms, and then again a high Sea, and before the River of Colan there of are Shoals, which must be kept at a Distance. From the River of Colan, to Paita, three Leagues, the Land a little doubling, with white Crags, perpendicular and level at the Top. The Marks to know this Port of Paita by, are, a high Hill, with some Breaks, which at first Sight looks like an Island, because the rest of the Land is low. Ships anchor at Paita where they can, because sometimes the Wind is large, and sometimes scant; but the right Part is before the Houses, in nine or ten Fathom Water.

Th

The Saddle of Pairs, in 5 Deg. Latitude South.

The Saddle of Paits, in 5 Deg. Latitude South.

TOTAL TROPPER



When bearing S. E. diffant about fix Leagues, shews thus.



When bearing from N. E. to N. N. E. distant eight Leagues, thus.



Coming from the Offing, to make Paita, this Hill, call'd the Saddle, appears; and when that Part at the Crofs bears Eaft, it shews thus.

From 121

ling. Note, If you are to put into Paita, keep an Offing from the Point at the Entrance into withe Port; for Ships have been loft on a Shoal there is by it. Pena Oradada is a high Rock, From Paita, to Pena Oradada, or, the pierc'd Rock, two Leagues, the Land somewhat cop- 5

which looks whitish from the Seaward, and has a great Hole quite through it.

From this Rock to the Island of Lobos de Paita, is two Leagues North and South. The Coast is not high, but clean and safe, and the Island small and round.

From the Island Lobos, or, of Seats, to the Leeward Point of Loging, or, Needle Point, 12

Leagues, forming a large Bay, call'd the Bay of Cechura. And from the Island Lobos, to Germa, is 12 Leagues, and from the Leeward Point Agnja, to Cechura, is 10 Leagues N. E. and S. W. the Coast very low. Ships do not resort to Cechura, because there is no lading. All of the Bay is firt, but deep and clean Ground, and if there be Occasion, either on Account of Bays, or a rowling Sea, Ships may take Shelter down in this Bay, to the Leeward of Point enterpression or a rowling Sea, Ships may take shelter down in this Bay, to the Leeward of Point enterpression or a rowling Sea, Ships may take shelter down in this Bay, to the Leeward of Point enterpression of the Bay is fire the Leeward of Point enterpression of the Bay is fire the Leeward of Point enterpression of the Bay is fire the Leeward of Point enterpression of the Bay is fire the Leeward of Point enterpression of the Bay is fire the Leeward of Point enterpression of the Leeward enterpression of the Leeward enterpression of the Leeward of Point enterpression of the Leeward Aguja, where they may also wash and tallow.

this Leeward Point Aguja, to the Windward Point Aguja, is four Leagues North and South, Shigh Land, tapering away to the Windward, down to the very Sea. Come not near this Wind-Point Aguja de Sotavente, or, the Leeward Needle Point, is high white Land; and from B ward Point, for there is generally a great Sea. When you come from the Offing, to make Point Aguja, it shews thus, bearing from E. N. E. to E. S. E.

Bearing S. S. E. it shews thus.

From this Point Aguja, to the Island Lobos de Sotavento, or, the Leeward Island of Seals, five Blittle Breaks. The Island is about two Leagues in Compass, low, and has some high Rocks and Olittle Breaks. From this, to the Island Lobos de Barlovento, or, the Windward Island of Seals, see seven Leagues. This is lower than the other, and white, it bears with Point Aguja N. and S.



The Windward Island Lobor

ling. Note, If you are to put into Paita, keep an Offing from the Point at the Entrance into we the Port; for Ships have been loft on a Shoal there is by it. Pena Oradada is a high Rock, From Paita, to Pena Oradada, or, the pierc'd Rock, two Leagues, the Land somewhat cop- 5.

chura, is 12 Leagues; and from the Leeward Point Agnja, to Cechura, is 10 Leagues N. E. and S. W. the Coast very low. Ships do not refort to Cechura, because there is no lading. All of the Bay is flit, but deep and clean Ground, and if there be Occasion, either on Account of Squals, or a rowling Sea, Ships may take Shelter down in this Bay, to the Leeward of Point Gruz, where they may also wash and tallow.

Point Agnja de Sotavento, or, the Leeward Needle Point, is high white Land; and from this Leeward Point Agnja, to the Windward Point Agnja, is four Leagues North and South, Statis Leeward Point Agnja, to the Windward Point Agnja, is four Leagues North and South, Statis Leeward Point Agnja, to the Windward Point Agnja, is four Leagues North and South, Statis Leeward Point Agnja, to the Windward Point Agnja, is four Leagues North and South, Statis Leeward Point Agnja, to the Windward Point Agnja, to t which looks whitish from the Seaward, and has a great Hole quite through it.

From this Rock to the Island of Lobos de Paita, is two Leagues North and South. The Coast is not high, but clean and safe, and the Island fmall and round.

From the Mand Lobos, or, of Seas, to the Leeward Point of Loging, or, Needle Point, 12

Leagues, forming a large Bay, call'd the Bay of Cechura. And from the Island Lobos, to Ce-

high Land, tapering away to the Windward, down to the very Sea. Come not near this Windward Point, for there is generally a great Sea. When you come from the Offing, to make Point Aguja, it shews thus, bearing from E. N.

The Windward Point Aguja, in 6 Deg. 20 Min. Latitude South.



Bearing S. S. E. it shews thus.

From this Point Agnja, to the Island Lobos de Sotavento, or, the Leeward Island of Seals, five Blittle Breaks. The Island is about two Leagues in Compass, low, and has some high Rocks and O little Breaks. From this, to the Island Lobos de Barlovento, or, the Windward Island of Seals, Seferen Leagues. This is lower than the other, and white, it bears with Point Agnja N. and S. Eleven Leagues. This is lower than the other, and white, it bears with Point Agnja N. and S. Eleven Leagues.



When bearing from the N. E. to the E. shews thus.



When bearing from W. to N. W. thus.

Current setting down. There is no high Land to be seen from Point Aguja, to the Head- Land of Eten, but the Head-land it self. From the Windward Point Aguja, to the Head-land of Eten, 19 Leagues, the Coast level with a very fandy Shore, and little Water; but there is frequently a rough Sea, and a

The Head-land of Eten



Bearing from the E. to N. E. shews thus.



The fame bearing from N. E. to N. W.

al B tl I ytl wayb dlit 7

I



The same bearing from E. to E. S. E.



The same bearing from S. E. to E.



The same bearing E. N. E. distant eight Leagues.

If you come from the Seaward, to make Cheripe, and the Current and Calm should drive you into the Bay, you'll discover over the Head-land of Eten another thick lofty Head-land, which may be seen 10 or 12 Leagues off; and if you are much to Leeward, you'll see the Head-land of Requen, with a Break on the Top to the Southward, making a Peek; and that which lies to the Northward, forms a long Table; and within it a little Mountain, up the Inland. As you go off to the Eastward, the Mountain will be hid by the Head-land. This Head-land of Requen being divided, shews it self in several Shapes. The Head-land of Eten appears at the Edge of the Sea like a little Island; it is black, and has a little Break on the Top, the greater Part of it being to the Southward.





Bearing S. E. fomewhat to the E.



If you come from the Seaward, to make the Island Lobos, and cannot see it by Reason of soggy Weather, and go on to the Bay, the Head-land of Requen, bearing from E. to N. E. shews thus.



The same Head-land somewhat to the Northward of the N. E.



The fame bearing N. fomewhat inclining to N. W. shews thus; and then the Head-land Etem will appear towards the N w w.

of Eten will appear towards the N.W. on the Sea-Coass.

From the Head-land of Eten, to the Hills of Mozupe, four Leagues E. S. E. and W. N. W. a low fandy Shore, as that before. When you have weather'd the Head-land of Eten, which runs into a Point, between that and the Head-land of Requen, is a little Hill, which



When bearing N. N. E. shews thus.

The Hills of Mozupe are black, not very high, and about a League in Length.

The Hills of Mozupe.



Bearing E. N. E. when you are near Land, the End of them shews thus.

As you leave them, they by Degrees appear round. They are about half a League from the Sea; and between them and the Sea, there are great Pools of fresh Water, which is usually carry'd to the Port of Cheripe, a League distant. To the Windward, is a Break of white Sand. You must be very near the Land, to see this Break and Pools, which sew observe, because of the Bay. Take Heed not to run into it, for there is usually a great Sea and Calms. Some of the Marks to be observed along this Coast, follow.



Somewhat to the Leeward of the Head-land of Eten, these Hills appear up the Inland.



These Hills to the Leeward of Cheripe, bearing N. by E. shew thus.

The Mountains of Eten.

d. e-h e-k ofe e



Coming from the Seaward, to make the Islands Lobos, without feeing them, and passing on to the Bay, you'll see above the other Land this Ridge of Mountains, and when the highest Table bears N. E. you are within the Head-lands of Requent and Eten.

From the above Break, or Creek of white Sand, to the Port of Cheripe, two Leagues, higher Land than that above, lying North and South, with some red Crags. To the Leeward of Cheripe, is a Hill half a League up the Inland, higher and longer than the Hills of Mozupe, which shews severally, according to the different Positions. At a Distance it looks like an Island, and the Head-land here mark'd with a Cross, like a high Rock in the Sea.

The Hill to the Leeward of Cheripe



Bearing Eaft, shews thus.



When you make the Land to Windward of Cheripe, you'll fee these which are call'd St. Peter's Hills. When the Hill at the Cross bears Eaf, it shews as there represented; but if  $\infty$  you leave it to the S. E. a Passage opens where the  $(\circ)$  is, and the two Hills divide.



Making the Land above the Port of Cheripe, somewhat to Leeward; and this Heed-land, so which is also to Leeward of Cheripe, bearing E. it shews thus; and at a great Distance it looks like two Islands, parting where the Cross is.

Guadalupe Sugar-Loaf.

Guadalupe Sugar-Loaf.

Over Cheripe appears this Hill, call'd Pan de azucor de Guadalupe, or Guadalupe Sugar-loaf, which bearing from E. to S. E. shews thus.

If you would anchor in the Port of Cheripe, which is the Port of the Vales, the Place is to the Leeward, under a low Point, which at a Diffance looks like a little black Island; and if the Weather be clear, you'll see the white Church at above three Leagues Distance. In coming into this Port, take Heed of the Windward Point, which has a very dangerous Shoal, with a Ridge of Rocks running above half a League into the Sea. Sound all the Way, Skeeping in eight Fathom Water, and giving the Shoal a Berth; then make directly for the Church, and when it bears E. S. E. and a great Cross you'll see there at the Corner of the Church South, and you have between sond eight Fathom Water, drop your Anchor, for there is the Port.

There is the Port.

From Port Cherips, which is in feven Degrees of South Latittide, to Pacalmayo, fix Leagues

N. W. and S. E. low Land and Sands, with fome Crags here and there; and about half a

League up the Inland, fome Hills, call'd of St. Peter de Illoque; and at the North End, is a

round 9.

round Hill, call'd the Sugar-loaf of Guadalupe, which has a little Break at the Top when bear. In Fall These Hills of St. Peter and Guadalume Sugar-loaf represented before.

ing East. These Hills of St. Pater and Guadalupe Sugar-loaf represented before.

Pacasmayo makes a great Strand on the Shore, and in the Midst of it a high Rook. To the Leeward of this Rock, which stands on the Land, there is 12 Fathom Water. Take Notice, that this is a foul dangerous Coast, and Ships do not go to load in this Port, because of the high Sea, and Hazard of being lost.

From Pacasmayo, to Malabrigo, five Leagues, low Land and sandy, with some low whitish crags. About three Leagues short of Malabrigo, begins a Bay enclosed with low Sands, and reaching to the Port of Malabrigo, which is a Harbour for the Vales. To com to an Anchor in Git, you must sound all the Way, in five or six Fathom Water, keeping close up with the Windit, you come into sour Fathom and a half, and when the high Break in the Head-land bears South, let fall your Anchor.

There is frequently a great Sea in this Port of Malabrigo, and it blows hard; and if you give

come from the Seaward, you'll fee a Mountain, which at the End to the Southward has many finall Breaks, and to the Northward on the Top of the Mountain forms a round Peek, not

This Ridge of Hills appears at a great Distance in clear Weather, because it is high, and is seen from the Leeward of Cheripe, as far as to the Windward of Malabrigo. When the Peek at the Cross bears East, you are off Cheripe; and when N. E. off Malabrigo.

The Hill of Malabrigo.

M

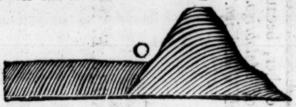
When this Hill, which is above the Port of Malabrigo, bears E. S. E. it shews thus; and over it you Il fee this next below.



This Hill, bearing Eaft, thews thus.



The Head-land of Malabrigo, bearing E. S. E. distant between three and four Leagues, shews thus.



The high Rock of Malabrigo, from the East to the North, shews thus, and open where the (0) is, when left to the S. E.

From Malabrigo, to Guanchaco, which is the Port to the City of Truxillo, 11 Leagues. In the Mid-way is a great River, call'd the Magdalen of Cao; the Coast low and fandy, with many large Hills, and little Mountains, divided from one another, a little up the Two Leagues short of Guanchaco, there rifes a Point, and runs along somewhat higher than the other Land before, as far as Gnanchaco. If you would anchor there, you must found all the Way; and when the Church, which you will fee look white, appears over the Town, and the Bell Hill bears N. E. by N. drop your Anchor in 10 Fathom Water. There is generally a great Sea in this Port. Take Heed often to observe your Anchor and Cable; for the Anchors fink much, by Reason of the great Sea.

From the Port of Guanchaco, to the Head-land of Guanape, nine Leagues N. N. W. and S. S. E. It forms a Bay half Way, at the Bottom of which is the Headland of Colletas; the Coast is foul, and low next the Sea. None anchor at this Head-land of Guanape, unless in Case of absolute Necessity, because the Coast is, as has been said, foul, and there is a great Sea.

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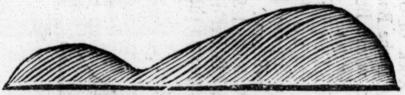
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The South Sea Coasts. 165
The Head-land of Guanape, in 8 Deg. 30 Min. South
Latitude.



Bearing S. S. W. shews thus; and at a great Distance looks like an Island, because the other Land is low.



The same bearing N. E. shews thus,

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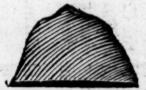
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The high Rock bearing North, thus.

Without the Head-land of Guanape, is a large high Rock, call'd Farellon de Guanape; and to the Landward of it, a little Island somewhat lower. Ships may pass on any Side of this high Rock, for there is every where Water enough, and the Ground is clean.

Farellon de Guanape, in 8 Deg. 30 Min. South Latitude.



When it bears N. E. shews thus.
M 3

The

The high Rock of Malabrigo, and that of Guanape, bear from one another N. N.W. and S. S. E. There is good anchoring to the Leeward of this Rock of Guanape, in a fandy Creek, in G. Fathom Water, two Mulket Shot from the Shore. If the Boat goes up for Water, it mult be at the Flood, because the River has rais'd a Bank, where Boats stick at the Ebb. For-

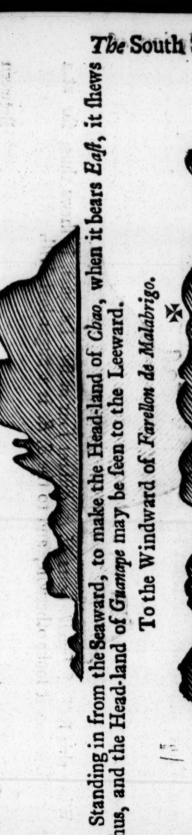
be at the Flood, because the niver has to Guanape, for Panama.

From the Head-land of Guanape, to that of Chao, five Leagues, N. W. and S. E. the Coast low next the Sea, but the Head-land of Chao is high, and has three or four little white high. Rocks standing up before it, and to the Windward of it, is a little blackish stand. There is no anchoring at this Cape, because all the Coast is boisterous. The little shand before the Bay of Chao, bears with the Head-land of Guanape N. W. and S. E. Short of that sland, there are dangerous Shoals. In the Bay, is a Port well shelter'd against the South Wind, but the shought from the Town, a League up the Country.

The Island of Chao.



The Head-land of Chao.



thus, and the Head-land of Guanape may be feen to the Leeward.

Coming from the Seaward, to make the Rock of Malabrigo to the Windward, this Mountain appears; and when the Part at the Cross bears East, shews thus, and that same Hill is the Bell of Truxillo.

Mountain to Leeward of Truxillo.



the Peeks at the Crofs are over Truxillo; and when it bears E. N. E. you are to Windward of In the Offing appears this Mountain to the Leeward of Truxillo, as far as near Santa, and

The Bell of Truxillo.



When this Bell of Truxillo bears N. E. distant four or five Leagues, it shews thus; for at a greater Distance it looks otherwise, and to the S. E. is a Sugar-loaf Hill.

Retween

Between Guanchaco and Guanape.

Between Guanchaco and Guanape

This Hill appears above the Head-land of Caretas; and when bearing Eaft the same Time the Head-land of Guanape appears to the Windward. The Bell of Truxilla.

Bearing N. N. W. at a great Diffance, shews thus.

The Bell of Truxillo, bearing N. by E. thews thus

From the Head-land of Chao, to the Port of Santa, four Leagues N. W. and S. E. the Coast low, with some high Hills. Short of Santa, is a high Rock call'd el Corcobado; pass not between it and the Land, for there are Shoals; and before the Port of Sama, vou'll see an Island, about a League in Length, lying North and South. You may pass by either End of this Island into the Port, for it is all deep Water, the Passage being to the Leeward of the Island into the Port, when coming from below; and between the Island and the Continent, when from above. The anchoring Place is at the Foot of a Hill, that is on the Continent, where is a little Bay, lying East and West, in eight Fathom Water, beyond the first Point of the Head-land, where there are some fandy Creeks, for about a Stones Throw.

The Head-land of Santa.



When the Head-land at the Cross bears S. S. E. distant five Leagues, it shews thus.

The Island of Santa, in bare 9 Degrees South Latitude,



Bearing North, distant four Leagues, shews thus.



ta, ith ck, nd, ng of the he he nd nt rs,

Chimbote.

When you come from the Windward, to make Santa, this Hill of Chinbote, at the Crofs,

Thews thus.

From the Windward Point of the Island Santa, to Ferol, one League; and from the same Front, to Casma, 10 Leagues N. W. by N. and S. E. by S. high Land, full of Hillocks. The Point, to Casma, 10 Leagues N. W. by N. and S. E. by S. high Land, full of Hillocks. The Port of Ferol is good and safe, the Passage into it between some small safe. There is a great of the Entrance, where there is nothing to sar, for it is all clean and safe. There is a great of Hill on each Side of this Port of Ferol, and the little Islands are between those Hills. The safe Hill to the Southward, is round and large, and has some great Spots in the Middle, towards in the Sea. Before this Hill is a Shoal, near the Continent.



ed, because there is no Trade. There is nothing to sear, but what may be seen. If you would a anchor there, take Notice, that to the Windward of the Head-land is a small Rock above Water; keep close to it, and go on to anchor at the said Head-land in since or six Fathom Water. There is no Shoal; and when the Boat would go associate, it must be near the River, releaving it on the left Hand. The going out is bad, because it is to the Westward, to weather the Leeward Point. You must go out in the Afternoon, before the Wind salls, for it grows realm every Night in this Bay. When you weigh, all the Sails must be loose, and veer dout is at once, the Bowlings close hal'd, for you must go upon a Wind. Here is Wood, Water, and Selesh. The Place for the Boat to take in Lading, is a small sandy Shore, with a high Rock in the Midst of it, throw which there is a Hole. Bonbacho is in 9 Deg. 30 Min. of South Latitude. From the Port of Ferol, to Boubacho, four Leagues. This is a good Port, tho' not frequent-

Between

Coming from the Seaward, to make Bonbacho, when that Port at the Crofs bears Eaft, the

Between Ferol and Bonbacho.

From Banbacho, to Cafma, four Leagues; and by the Way there are fome fmall Islands, and very deep Bays, which you'll not fee from the Offing, because close in with the Continent, Casma is a good Port, tho' the Wind blows hard from Noon forward; however, it makes no Sea, and at Night is quite calm. Without in the Bay is a little round low Rock, level with the Water, somewhat more inclining to the Northward, than to the Southward, and it has a Shoal on the South side, before Mount Cahary, under Water, and not to be seen but when the Sea is low, and then it has a Fathom and a half Water. Ships may pass between this Shoal and the Continent, without any Danger, for there is 14 Fathom Water; and coming in large, they may cling as close as they will to the Continent. The anchoring is at a white Head-land. They may careen at the same Head-land, for there is Conveniency to bring the Ships down.

Calma, in to Degrees of South Latitude.

Cafma, in 10 Degrees of South Latitude.

which is that of Casma; and if Mongon does not appear, as being often cover'd with Fogs, the Point at the Cross looks like little Islands; and where the upper Cross is, the Land rises to the Coming from the Sea-ward, to make Mongon, to the Leeward of it, you'll fee this Land, S. E. as far as Mongon.

Hillocks at the Crofs at first; but as you come nearer, they will look like Rocks in the Sea; When this Point bears from N. E. to N. N. W. it shews thus. You will not see the two

From Cafma, to Mongon, three Leagues; and along this Coast there is generally a Current fetting down, occasion'd by the Shore and Point. Mongon is the highest Hill on that Coast, seen at a great Distance, having a little Break on the Top, and shews in several Shapes. Bearing S. E. it appears plain at the Top, like a Table; from E. S. E. to E. N. E. it looks round, with the little Break on the Top; and as you leave it towards the N. E. the Break opens more, and grows longer. The Current setting here, as was said above, downwards, often stops Ships and foon after you'll fee they are Part of the Continent. in their Passage.

Mongon

Bearing from E. to N. E. at a great Distance, shews thus, and seen somewhat nearer, makes another little Head at the N.W. Point.

Ine Current letting nere, as was tald above, downwards, onch

and grows longer. in their Passage. Coming from the Seaward, in the Latitude of 9 Deg. 30 Min. Mongon bearing S. E. shews &

From Mongon, to Mongoncillo, one League. This is also a Hill over the Sea, but less than American as the Name implies, which is a Diminutive, and lands upon a spacious landy Shore.

The Hill of Mongoncillo,



Bearing E. N. E. shews thus; and if you coast along either upward or downward, it will

From Mongon, to the Island of Puerto Vermejo, four Leagues. This Island is small and white, and in the Way to it is a Bay, call'd el Jagney de las Culebras, having two Points of running out, like a Harbour; and here begin some Flats, a League short of the Island of Puerto Vermejo. Go not between it and the Land, for you'll be lost, the Flats being very dangerous. Puerto Vermejo is a good Harbour, and has fresh Water near the Sea. At a small defence from the Shore, you'll see a little Well, with about half a Fathom Water in it; and wheresoever you go but 10 or 12 Paces from the Sea, dig in the Sand half a Fathom, and syou'll find reasonable good Water, not very brackish. Over this Port is a thick and high Hill, the Slit whereof runs Southward down to the Sea, and on the North Side it is almost perpendicular.

Puerto

Luerto Bermejo.

Coming up to Windward of Puerto Bermejo, you'll fee this Hill, which, bearing Eaff, shews thus, either near or at a Distance; and at the Head-land, (o) down by the Sea, it is all white Sloughs; and that which is to Windward of all the rest, looks like a half Moon, with the Horns upward; and within it is another white Spot, and without you'll see something white,

werto Bermejo.

From Puerto Bermejo, to the Port of Guarmei, three Leagues, low Land next the Sea. This or Port of Guarmei has a low level Point on the South Side of it; and a little Way up the Instand, there are many Hillocks and high Ridges; and over the Port somewhat up the Country, there are two round Hills, thicker and higher than any of the others. That which is to the Northward, bigger than the other to the Southward. The anchoring Place is to the Eteward of the low Point above-mention'd, in seven Fathom Water, keeping a Rock you'll there see above Water right aftern. The Anchors are sometimes apt to drag, with the violent Wind; and therefore it is best to go farther in, for it is all safe, and you may anchor in fix Fathom Water. Here you may water, for the River runs down near the Landing-Place, where is an Indian Town, and you may be furnished with any Provisions you want.



Guarmei, in 10 Deg. 30 Min. of South Latitude.

The fame Hill bearing E. by N. fhews thus.

From the N. E. to the N. distant three Leagues, it shews thus, and the high Land runs out to the Leeward; and to the Eastward is a high Hill, with three Breaks on the Top.

Bearing N. E. distant four Leagues, it shews thus.

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thus



Between Puerto Bermejo and Guarmei, is a Hill, which looks like two Dugs, and is therefore call'd Las Tetas de Puerto Bermejo, that is, the Dugs of Puerto Bermejo, or Red Port, and coming up from the Offing directly upon it, shews thus.

From the Port of Guarmei, to Jaguei de la Zorra four Leagues, the Coast next the Sea low. Jaguei is a double Hill; and if you come towards it from the Offing, there appears a little Break on the Top, leaving the greater Part of the Hill to the Northward, and falls away on that Side quite down to the Sea. And a little more to the Southward, is an indifferent Sort of a Hill, which, if seen when there is a Fog on the Coast, looks like the Rock of Maltesi, or Marsoque.

The high Land of Jaguei de la Zorra,



Bearing South, distant five or fix Leagues, shews thus.



Bearing N. N. E. distant four Leagues, it shews thus.



The fame bearing Eaft, thews thus.

higher and bigger than the others; that to the Southward next in Bigness, and the other to the Northward the least, and roundish. Note, That if the Land be foggy, the Hills on this account look like Islands.

Barranca. From Jaguei de la Zorra, or, as some call it, Haguei de la Costa, to the River de la Barranca, nine Leagues, most low Land, with Hillocks next the Coast, and at the half Way a thick high Hill, call'd Cerro del Gramadal, on the Top whereof are two Breaks, and the middle Hill



When this Point, and the Sloughs or Crags bear N. N. E. they shew thus.

When you come from the Offing, to make Barranca, somewhat to Windward, you'll see the Break at (o) which bearing E. S. E. shews thus.

The Break of Barranea.

When the Break of Barranca bears E. N. E. it shews as you see at the Peek where the (0) is.



When the Break bears from E. to N. E. distant about fix Leagues, it shews thus; and over the Hill at the Crofs there fometimes appear Hills cover'd with Snow.

N

Jaguer de la Zorra, or, Haguer de la Costa.



A League flort of the River Barranca, is Paramonguilla, or Paramonga, being a fmall Ridge, or or Hill, but looks like a white Rock in the Sea; and in the Offing looks white, like a Ship or under Sail.

Paramonguilla,



Bearing S. E. fhews thus.



The The Teeward of Paramonguilla, is a low Point, but perpendicular and black; and to

Bearing N. E. it shews thus.

To

To the Leeward of Paramonguilla, is a low Point, but perpendicular and black, and to the Leeward of that, is a fandy Shore, where Ships may anchor in fix or feven Fathom Water, in cafe of Necessity, either for the Current fetting down, or Squals of Wind.

The Hill Gramadal,



Said above to be half Way between Haguei and Barranca, bearing N. E. at a confiderable confidence, shews thus.

The River de la Barranca. Distance, shews thus.

The River de la Barranca.



When you are come the Length of the Barranca, you'll fee this Head-land; which, to the Windward of the Point at the Crofs, shews thus, and there runs out the River de la Bar-

The Ridge to the Windward of the River de la Barranca.



You'll see this Head-land to the Windward of the River de la Barranca; and when the Peek at the Crois bears N. E. it shews thus, and the River falls into the Sea to the Leeward of the Head-land at (0.)



When this Break at Barranca bears N. E. fomewhat to Leeward, the Land at (0) shews E.

From the River de la Barranca, to Supe, two Leagues; and to the Leeward of the Strand of S. Supe, there are some red Sloughs or Crags next the Sea; and to the Leeward of them again is a little low Point; and to the Leeward of that Point, is the Port of Barranca, where you anchor in seven Fathom Water, and must moor, that the Ship may not come about, because of the Land-Breeze. The Bearings along all the Coast hither, are above. Supe is a Bay forming a spacious sandy Strand. Here trading Boats use to come to an anchor, to load Corn. Take Notice there is often a great Sea in it; if you go ashore with the Boat, remember the From

... G. 3 - F C. .. the Iffand of Don Martin, two Leagues, the Land low next

From this Strand of Supe, to the Island of Don Martin, two Leagues, the Land low next the Sea, but a little up the Country there are some high Ridges, some of them like little burning Mountains, one of them the next represented here below. This Island of Don Martin is white, about a quarter of a League from the Continent, and its Compass is about half a League. It is plain, and not very high. When this Hill bears East, you are then the Length of the Island.

The sea annoted the boat, lentenber the sea

breaks on it.

The Hill of Supe.



Bearing Eaff, shews thus; but as you leave it towards the N. E. it will, by Degrees, look colored at the Top, only where the Cross is will be a little Break, and the Peek at (0) becomes round, like a little burning Mountain.

Mountains to the Windward of Supe.



When this Point, which is to Windward of Supe, bears N. E. distant two Leagues, it shews

From the Island of Don Martin, to the Port of Guaura, one League; and as foon as pass the Thand to Windward, there is another small Island, call'd de Lobos, that is, of Seals, which has a Shoal close by it. Pass not between the two Islands, nor between them and the Continent, for there is but little Water. If you would anchor in this Port of Guaura, keep the little Island Lobos right a-stern. On the Top of the Head-land there are two Pieces of Wall, which look like two Pillars; when you have brought them together, and the little Island is right a-stern, you may anchor, for to the Windward there are Mice. There is generally a great Sea in this Port, the Town is a League from it; but there is Water, and all other y

Guanra.



When you are up with the Length of Guanra, and the Land at the Crofs bears Eaft, it shews a thus, and the Head-land of Salinas will be to the S. E.

The Head-land of Guaura,



Bearing N. E. fhews thus.

Le too ger Le thone to Pli Sh Po to pe T

From the Port of Guaura, to Guacho, one League; and here fome of the trading Boats anchor to the Leeward of a little Head-land you'll fee. Come not too near it on the Windward Side, for it has a dangerous Shoal, on which the Sea uses to break.

From Port Guaura, to Salinas, or, the Salt-Pits, two Leagues, low Land next the Sea. The Port is safe, tho' subject to much Wind, and a great Sea, but has neither Wood nor Water; so that the Ships which go to the Salt-Pits, if they want any Thing, send for it to Guaura, either by Sea or Land. The anchoring Place here, is before you come to the End of the Salt-Pits, in fix or seven Fathom Water, where the sandy Shore begins, and is call'd the Port de la Barca. This Port has a Head-land, which throws out two Skirts towards the Sea, that to the Leeward the smallest; and when near, there appears a little Break on the Top of it, where the Cross is; and as you leave it towards the S. E. and to the Leeward, that Break opens, 'till it appears plainer.

The Head-land of Salinas, in 11 Deg. 30 Min. South Latitude,



When bearing S. S. E. shews thus.

fhews thus.

Bearing N. E.



The same bearing from N. E. to N. W. at a good Distance, shews thus.

From the Head-land of Salinas, to Maltefi, which is farthest in the Offing of all the abovesaid Rocks of

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of Guaura, otherwise call'd Chontales, four Leagues N. E. and S. W. and from Maltefi, to another great above Sea Rock, call'd Marsoque, a League and a half; and from Marsoque, to the Continent, about two Leagues. There are seven or eight of these above Sea Rocks of Guaura, between great and small, and they bear from one another E. N. E. and W. S. W. All about them is clean and deep Water, as well as without; and if you will pass between Maltesi and Marsoque, you may do it fafely, for there is above 40 Fathom Water; but when you would pass between them, keep somewhat to Windward, and let your Anchors be ready to drop, if there be Occasion. About these Rocks of Guaura. there is frequently a strong Current downwards, and Squals of Wind; and fuch Ships as cannot weather them, refort to Salinas for Water, and what else they Stand in need of. This Rock of Maltest, and the Island of Don Martin, bear to one another N. E. by N. and S. W. by S. and Malteli and the Hormigos bear to one another North and South, distant seven Leagues. Maltest, and the Island of Callao, bear to one another N. W. by N. and S.W. by S. distant fifteen Leagues. All the Coast from below, that is, from Santa, to these above Sea Rocks, has deep Water, and is clean. Rock of Maltesi is in the Latitude of 11 Deg. 40 Min. Maltefi Rock is two Leagues and a half from the Continent; and Marsoque, which is nearer the Land, is larger, and they are above a League distant from each other.

Maltefi. Marsoque. The other Rocks.



These above Sea Rocks, near about South, shew

From Maltesi, to the Strand, and Tanho, that is, the Inn, de las Perdices, or, of Partridges, five Leagues East

East and West. When you come from the Offing, to make these above Sea Rocks, take Heed not to run into the Bay of Chancay, when you discover them; for there are commonly dead Calins, and a great Sea, and

therefore stand away presently for the Hormigas.

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From the Rock of Maltefi, the farthest to Seaward of those of Guaura, to Hormigas, seven Leagues North and South. This Island of Hormigas is small and white, and has a little Break in the Middle of the South fide. the Bottom good and clean; and on the North and N. W. there is a Flat of Rocks, stretching out above a League, and at the End of that Flat is a little above Sea Rock; by Day you'll fee the Sea break on it. and by Night you may hear the Sea roar above a League to the Offing. Take Heed how you pass by this Hormigas, for Ships have been cast away there. If you are come the Length of, and would make it. and cannot fee it by Day, tho' the Wind be large, do not make too long a Trip, but ply off and on all the Night, and make no long Runs towards the Land: for fometimes it may happen to be calm, and then you'll not hear the breaking of the Sea, but may be a-ground, as has happen'd to some who took too long a Trip towards the Land. Hormigas and Maltesi bear to one another North and South, distant feven Leagues. Hormigas and the Island of Callao W. by N. and E. by S, distant eight Leagues. Hormigas and los Pescadores E. by N. and W. by S. distant nine Leagues.

To return to the Continent, and the Coast running from Salinas, or, the Salt-Pits, to the Windward. Note, That near the Point, and End of the Coast, opposite to the above Sea Rocks of Guaura, there is a little Bay, call'd la Herradura, or, the Horse-Shoe. This is a good Port, and sometimes Ships which cannot weather the aforesaid above Sea Rocks, put in for Shelter between this Point of the Continent, and a little above Sea Rock, call'd el Tanbillo, in their Way downward; but it is best to keep without this Point the

Land

Land makes, which comes from below, and proceed to Tanbo and Playa de las Perdices, or, the Strand of Partridges, which is three Leagues, low Land, but a little up the Inland is a high fandy Ridge.

At this Playa de las Perdices there is good anchoring, and a clean Bottom, being deep Sloughs of Sand, and then a high Ridge which falls away to the N. W.

From Playa de las Perdices, to Chancaillo, three

Leagues.

Chancaillo.



Over the Road of Chancaillo appears this Hill, which shews thus, what soever Way it is seen, but most exactly bearing N. E.

From Chancaillo, to Chancai, two Leagues, all Sloughs next the Sea, which at a Distance look black, and are green Plats of Grass and Sedge in the Sloughs, occafion'd by the Plenty of Water running down them to the Sea from all the Marshes. If you are near Land, you'll see some little Streams of Water fall into the Sea, as also the Town, and the white Walls of the Church of St. Francis. Chancai is a good Port, land-lock'd against the South Wind; but it has sometimes a great Sea, because of the Sea Breezes, which last long, blow directly in, and there is no Shelter against them. To anchor here, run along close by the Head-land, for the Port is to Leeward of it; and there you may anchor where you will, for it is all clean, provided you come not too near the little Bay the Port makes, for there are Mice within; and close under the very Head-land there is eight Fathom Water, clean Ground. Here you may have Water and Provifions. Over the Town is a Hill.

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ar by The Hill of Chancai, behind the Town.



When bearing N. E. fhews thus.

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Run not into this Bay of Chancai, for there are frequently dead Calms, and a great Sea, which will drive you upon the Coast; and therefore, as I said above, rather chuse to go by the Island Hormigas. If you are bound for this Port of Chancai, you will know it by the Head-land underneath, for the Port is to the Leeward of it.

The Head-land of Chancai,



Bearing N. E. shews thus.

From the Port of Chancai, to the great above Sea Rock, call'd de los Pescadores, or, of the Fisher-men, three Leagues; high Land next the Sea, and makes a Break in the Middle. This high Land is call'd el Cerro de la Arena, that is, the Sand-Hill. East and West with the largest of the Rocks call'd Pescadores, is a Port, which some call Puerto del Ancon de Rodas, and others el Ancon. It is a good safe Port, a League distant from the aforesaid Pescador Rock; the Passage into it, is to the N. W. of the great Rock, for it is all clean. There is some Water to be had in some small Wells, but a little brackish, and no Sea.

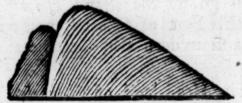
These Rocks de los Pescadores, are six in Number, great and small, all white, and that to the N. W. is the biggest. They bear from one another E. N. E. and W. S. W. the great one and Hormigas bear from one another E. by N. and W. by S. and from the Island

of Callao N. N. E. and S. S. W.

The Island of Callao, in 3 Deg. 20 Min. Latitude South.



When you are near the Coast of Chancai, and the Pescadores, bearing near about South, shews thus.



The same Island bearing S. E. distant four Leagues, shews thus.



The same bearing E. S. E. shews thus; and as you leave it to the East, the Break at the Cross opens by Degrees.



The fame bearing E. by N. shews thus.

The

The fame when you are to the Windward, and it bears N. N. W. fix or feven Leagues di-



bearing N. E. it shews thus; and the Breaks at the Cross by Degrees feem to fink even with on When you come from the Seaward, to make this Island, and discover it at a great Distance

Islands and above Sea Rocks; and beyond them another little Island, high and perpendicuted the Sea; and no Ships can pass between them, because the Distance is small, and but it little Water in it.

From the Pescadores Rocks, to the Port of Callao, is five Leagues N. N. W. and S. S. E. and about the same Distance to the Head-land of the Island. From the Pescadores, to the high about the same Distance to the Head-land of the Island. From thence to Callao low. In this Bay, Rock call'd de Dona Francisco, the Land is high, and from thence to Callao low. In this Bay, which is sorm'd between the Island of Callao and the Pescadores, Ships may ply upon a Wind, which is sorm'd between the Island of Callao and the Rescadores, Ships may ply upon a Wind, which is sorm'd between the Island of Callao and the Rescadores, Ships may ply upon a Wind, which is sorm'd between the Island of Callao and the Rescadores, Ships may ply upon a Wind, which is sorm'd between the Island of Callao and the Rescadores, Ships may ply upon a Wind, which is sorm'd between the Island of Callao and the Rescadores and the Resc

and anchor any where, as they may all along the Coast from Chancaillo, for it is all clean and deep. The feveral Bearings of this Island are fufficiently expres. fed above. If you would pass in to Leeward of it, give it a Berth of at least a League, because it throws out many Sands; and fometimes there are fuch Guffs. that Ships cannot weather the Head-land in half a Day. When in, you may ply up and down, and anchor any where, for it is all clean and fafe, in 10 or 12 Fathom Water; and even down to four Fathom there is no Danger. The Head-land of the Island is to the Northward, and bears from the anchoring Place of the faid Port E. by N. and W. by S. Only take Heed here of the Shoal that is at the Windward End of Callao. The anchoring Place is any where right before the Houses. Tho' some Coasting-Pilots make this Island to lie North and South, it is N. W. and S. E. Here you may be furnish'd with whatsoever you stand in need of.

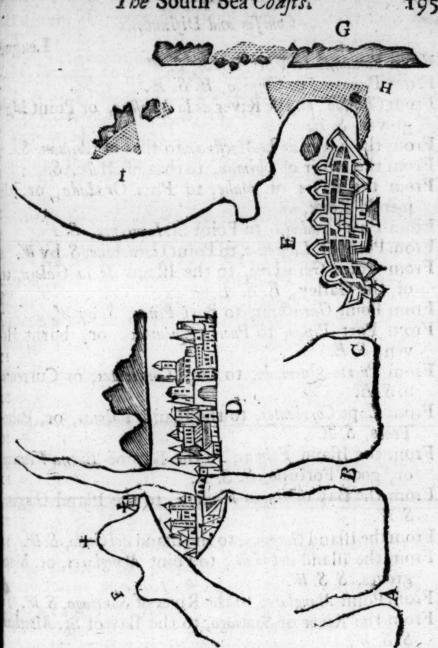
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A. The River Caravayllo. B. The River of Lima. C. The watering Place. D. The City Lima. E. The Town of Callao. F. St. Christopher's Hill. G. The Island of Callao. H. The Gut, or Paffage. I. Pena Oradada, or, the pierc'd Rock.

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From Panama, to Port Perico, S. W. From Panama, to Chepillo, E. S. E. From Chepillo, to the River de la Maestra, or Point Mangroves, S. E. From the River de la Maestra, to that of Chiman, S. From the River of Chiman, to that of Mahe, S. From the River of Mahe, to Pena Oradada, or, the pierc'd Rock, S. From Pena Oradada, to Point St. Laurence, S. From Point St. Laurence, to Point Garachine, S. by W. From Point Garachine, to the Island de la Galera, or, of the Galley, E. S. E. From Point Garachine, to Port Pinas, S. by W. From Port Pinas, to Puerto Quemado, or, burnt Haven, S. E. From Puerto Quemado, to Cape Corrientes, or Currents, From Cape Corrientes, to the Island Palmas, or, Palm-Trees, S. E. From the Island Palmas, to the Bay of Buena Ventura or, good Fortune, S. S. E. From the Bay of Buena Ventura, to the Island Gorgon, S. W. From the Island Gorgona, to the Island del Gallo, S.W. 1 From the Island del Gallo, to Point Manglares, or, Man groves, S. S. W. From Point Manglares, to the River of Santiago, S. W. 1 From the River of Santiago, to the Bay of St. Matthe S. S. W. From the Bay of St. Matthew, to that of Tacames, S.W. From the Bay of St. Matthew, to Point Galera, or, o the Galley, S. W. by W. From Point Galera, to Cape St. Francis, W.S. W. From Cape St. Francis, to Portete, or, the little Por S. E.

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| 33  | The bouth bea Coasts.  | 197  |
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| es. | AUTRAL TO THE PARTY OF THE PART | Leagues.   |
| 2 7 | From Portete, to Barrancas Bermejas, the red C.  |  |
| 7   | as others call it, Vafia Borrachos, S. W.  | 11   |
|     | From Barrancas Bermejas, or, Vafia Borrachos,  | to Cape  |
| 5   | Paffado, S. W.   | 6  |
|     | From Cape Paffado, to the Bay of Caracas, S. I.  |  |
|     | From the Bay of Caracas, to the Port of Manta,   |  |
|     | From the Port of Manta, to Cape St. Laurence, W.   |  |
|     | From Cape St. Laurence, to the Island Plata, o   | r, Plate,  |
|     | S. W.  | 4  |
|     | From the Island Plata, to Point St. Helena, S.   | 18   |
| ı   | From Cape St. Laurence, to Port Callo, S. E.   | 5  |
|     | From Port Callo, to the Island Salango, S.   | 1 - F -  |
|     | From the Island Salango, to the River Colanche, S.   | by E. 7  |
|     | From the River of Colomche, to the Port of S. W.   | t. Hetena,   |
|     | From Port St. Helena, to the Point of the san  | ne Name  |
|     | S. E.  | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1  |
|     | From Point St. Helena, to the River of Chance  |  |
|     | E.   | 8  |
|     | From Point St. Helena, to the Island Santa   |  |
|     | E.   | 14   |
|     | From the Island Santa Clara, to Point Aren   | - It is the second of the seco |
| ı   | Island Puna, E. N. E.  | 7  |
|     | From the Island Santa Clara, to Tumbes, S. E.  | 4  |
|     | From Tumbes, to Point Mero, S. W.  | I  |
|     | From Point Mero, to Cabo Blanco, or white Cape   | e, S. W. 13  |
|     | From Tumbes, to Cape Blanco, S. W.   | 14   |
|     | From Cape Blanco, to Point Parina, S.  | 7  |
|     | From Point Parina, to Paita, S. E.   | 7  |
|     | From Paita, to Pena Oradada, or, the pierc'd Ro  | ock, S. 2  |
| 0   | From Pena Oradada, to the Island Lobos, S.   | T  |
| 1   | From the Island Lobos, or, of Seals, to the  | Leeward  |
|     | Point Aguja, or, Needle, S.  | road Pains   |
|     | From the Leeward Point Aguja, to the Windw   | vard roint   |
|     | Aguja, S.<br>From the Windward Point Aguja, to the He  | ad land of   |
| )1  | Eten, S.   |  |
|     | 0.2  | From   |
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|   | Leagues,   |
|---|------------|
| From the Head-land of Eten, to the Hills of   | Mozupe,    |
| E. S. E. To A conserved the Verillan dis  | thou su4   |
| From the Hills of Mozupe, to the Port of Cheripe.   | , S. 3     |
| From the Port of Cheripe, to Pacasmayo, S. E.   | 6          |
| From Pacasmayo, to Malabrigo, S. E.   | A HOS      |
| From Malabrigo, to Guanchaco, the Port of Truxil  |            |
| From Guanchaco, to the Head-land of Guanape, S.   |            |
| From the Head-land of Guanape, to that of Chao,   | S.E.       |
| From the Head-land of Chao, to the Port of  | Santa, S.  |
| E. A. A. A. C. A. | 4          |
| From the Windward Point of the Island Sant, ro, S. E. by S.   | a, to to   |
| From the Port of Ferol, to Bonbacho, S. E. by   | S          |
| From Bonbacho, to Casma, S. E.  |            |
| From Casma, to Mongon, S. E.  | * 2        |
| From Mongon, to the Island of Puerto Vermejo,   | 2          |
| From Puerto Vermejo, to the Port of Guarmei, S  |            |
| From Guarmei, to Jaguei de la Zorra, S. E.  | 4          |
| From Jaguei de la Zorra, or, as others call it,   | Haguei de  |
| la Costa, to the River de la Barranca, S. E.  | 9          |
| From the River de la Barranca, to Supe, S.E.  | 2          |
| From the Strand of Supe to the Island of Don Ma   | rtin.S. 2  |
| From the Island of Don Martin, to the Port of   |            |
| E. Tyd well a familia   | i a a i    |
| From the Port of Guaura, to Salinas, or, the  | Salt-pits, |
| S.E.  | 2          |
| From the Head-land of Salinas, to Maltefi, S. W.  | 4          |
| From the Rock of Maltefi, to Tanbo de las Perdices  | , E. 5     |
| From the Rock of Maltel, to Hormigas, S.  | 7          |
| From the Head-land of Salinas, as above on the  | ne Conti-  |
| nent, to Tanbo, or, Playa de las Perdices, S.   | 3          |
| From Playa de las Perdices, to Chancaillo, S. E.  | 3          |
| From Chancaillo, to Chancai, S.   | 2          |
| From Chancai, to the Rocks de los Pescadores, or  | of Fish-   |
| er-men, S.  | 3          |
| From the Pescadores Rocks, to Callao, the Port  | of Lima    |
| S. S. E.  |            |
|   | CHAP       |
|   |            |

## CHAP. II.

The Sea-Coasts, &c. from the Port of Callao, in the Kingdom of Peru, to those of Caralmapo and Chiloe, the most Southern in Chile.

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Hips sailing from Callao, the Port of Lima, above describ'd, to the Windward, must go out to the Northward of the Island of Callao; for they do not pass through the Boqueron, that is, the Mouth, Gut, or Chan-

nel, fo call'd, which is between the Point of Land and the Island, because the Wind will not serve. But Ships coming from the Windward, to this Port, pass through the Boqueron, or Channel aforefaid; if they are small, they go in right before the Wind, and there is at least four Fathom Water in the moalest Part of the Channel. The best Way is to stand in from somewhat to the Windward of the Island of Callao, and so pass on 'till the Part that is to the Landward, not that to Seaward, of a little Head-land there is without that call'd Morro Solar, be hid by the Pena oradada, or pierc'd Rock, which is a little Island you'll fee there, about a League from the Continent, that is, all of it low there; and when the farthest inward Part, as I faid above, of the little Head-land, where the Cross is, bears exactly with the Pena oradada, or pierc'd Rock, where the other Cross is, both Crosses being brought together, you may go in boldly without fearing any Thing, for provided you observe these Land-Marks, you are fafe. At the End of the Boqueron, Channel, or Passage between the two great Islands, where the North Side of the greater Island begins, there also commences the shoalest Part of this Channel, which lies N.W. and S. E. and you must always keep your Poop towards Pena oradada, or the pierc'd Rock, as has 0 4 been

Morro Solar.

Pena oradada.

From the Head-land of the Windward Island of Callao, to the Port of Paraca, 35 Leagues N. N. W. and S. S. E. But to observe every noted Place in this Distance. From the aforestaid Head-land of the Island, which is call'd la Vieja, or, the old Woman, to Morro Solar,

two Leagues. This is a high Head-land, which at a Diffance in the Offing, shews a flat Table two Leagues. These are two

ewo Leagues. This is a high Head-land, which at a Distance in the Offing, shews a flat Table at the Top. From Morro Solar, to the Rocks of Pachacama, two Leagues. These are two great Rocks, and from the South Part of them runs a Ridge of little Rocks to the Continent,

From the Rocks of Pachacama, to the Point of Chilca, three Leagues. This is a low Point, with some bare Hillocks; and just at the Point rifes a Ridge, running up the Inland, with

Farellones, or Rocks of Pachacama.

and they are all white.

The Ridge of the Point of Chilca, up the Inland.



What soever Way it be seen, it shews thus, bating that when you are near the Coass, either above or below, the Breaks appear narrower. The 100



The fame bearing E. N. E. fhews thus.

From the Point of Chilca, to Mala, four Leagues; and from Mala, to the Island Asia, three Leagues. These seven Leagues make a Bay, and in the Midst of it three or four Hills, which, if the upper Land be cover'd with Fogs, looks at a Distance like black Islands, and are upright next the Sea; and the Shore from Chilca, to the Island Asia, lies N. W. and S. E. The Island Asia is white; and to the Landward of it, there are three Rocks, which are also white. This Island is in Compass about half a League; and as you come from above in the Offing, it has a Breakin the Middle; and that Part of it which is to the Southward, is bigger and higher than the other Part to the Northward.

The Island Asia.

From the Island Asia, to Canete, or Quenete, or, as others call it, Guarco, seven Leagues N. W. and S. E. low Land next the Sea, and high a little up the Inland; and beyond that, is the Cordillera, or great Chain of Mountains. There is a large and deep Break, through which the River runs down, and forms on the Coast a little high Hill, which falls away towards the S. E. and ends over Canete. The Head-land of Canete is not very high, the Sea beats against it, and is frequently very high. On it are two Stone Forts built by the ancient Indians. You must anchor in nine Fathom Water.

The Head-land of Canete,

The Head-land of Canete, Bearing N. N. E. shews thus.

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The Break of Canete.



Coming from the Seaward, in fomewhat above 13 Degrees of South Latitude, if the Cordil. Elera, or great Ridge of Mountains, be clear, you will see this Break, which bearing E. N.E. at co. a great Diltance, thews thus.

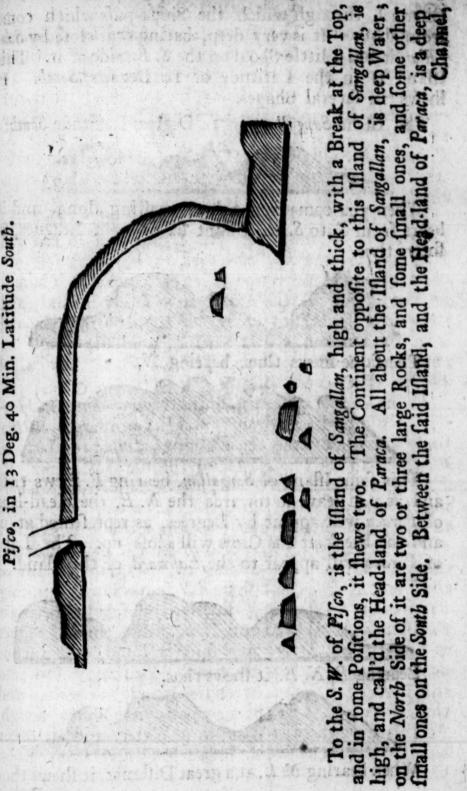
From Canete, to Chincha, nine Leagues, N. W. and S. E. low Land, with reddish and whi- Stiff Sloughs, and at the End of those Sloughs, to the S. E. is the Port of Chincha. If you would come to an Anchor there, you'll see a Palm-Tree a little up the Country, through a slarge Guaca, or eminent Indian Place of Worship, keep both of them right East, and when you are in seven or eight Fathom Water, you may drop your Anchor. Here the trading Vessels are in feven or eight Fathom Water, you may week, just in fix Fathom; but the King's Ships, lade Corn and other Necessaries, some of them anchoring in fix Fathom; but the King's Ships, which go to load Quick-silver at this Port of Chincha, to carry it to Arica, anchor farther out which go to load Quick-silver at this Port of Chincha, to carry it to Arica, anchor farther out in nine Fathom, because there is generally a great Sea in the Port. Take heed therefore how you are nine Fathom, because there is generally a great Sea in the Port. you go ashore. The Town is inhabited by Spaniards and Indians, by whom you may be surnish'd with all Necessaries. Before this Port there are six Islands, always white, with the Dung of the Fowls that live on them; and about the Landing-Place there is Plenty of Fish. They bear from the Anchoring-Place N. E. and S. W. distant three Leagues, are low, and somewhat reddish, intermix'd with the white above-mention'd.

From the Port of Chincha, to that of Pisco, fix small Leagues N. W. and S. E. low Land, and in the mid Way is Lorinchincha, where the trading Vessels anchor, and load Corn and other Necessaries. There is no Town, but all the Coast is a fandy Strand, and there is a great Sea on it. The anchoring Ground is in fix Fathom Water, before a House you'll see there, and a white Church; which Place they call of

Molino, that is, the Mill.

In the Port of Pifco the Ships anchor before the Houfes, in five or fix Fathom Water. In order to anchor here, you must bring the Islands of Chincha to bear N. W. the Island de la Ballesta, or, of the Cross Row, W. S.W. and Sangellan S. W. There is fast clean anchoring Ground all along this Coast backward, from Canete to Pisco, bating that about a League and a half short of Pisco, there is a white Hill or Ridge, call'd Caucato; come not too close to this Bit of the Coast, because of the River of Pifco, for there are fome Shoals running out from it. All along this Bay, which lies between the Islands of Chincha and Pifco, being three Leagues in Length, Ships may ply upon a Wind, and anchor any where, for it is all clean. You may fail into this Port of Pisco, between the Islands of Chincha and that of Ballesta, there being every where Water enough. At this Port there is Wood and Water, and all other Necessaries. The Wind blows hard here from Noon torward.

Pisco,



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co,

Channel, through which the Ships pass which come from above. It is very deep, bating that close by Sangallan it has a little Shoal on the S. E. Side of it. This Island is in the Latitude of 14 Degrees South. Thews in feveral Shapes.

The Island Sangallan, in 14 Degrees Latitude South.



When you come from below, coasting along, and it bears from S. to S. E. distant fix or eight Leagues, it thews thus.



The same shews thus, bearing N.



This same Island of Sangallan, bearing E. shews thus, and as you leave it towards the N. E. the Head-land of Paraca will appear by Degrees, as represented at (0) and the Break at the Cross will close up. The Land of Paraca will appear to the Eastward of the Mand.





When bearing N. E. at a great Distance, it shews thus. Paraca,

When you come from the Seaward, in about 14 Deg. 30 Min. Latitude South, this Land of Paraca, bearing N. E. at a great Distance, will shew thus; and without it you'll see Sangallan, which shews a large Break when it bears N. E. very distant. me his It Paraca, above-mention'd.

From Pifco, to Paraca, three Leagues, and this is the Port to Chincha, a Spanish Town, 15 calmer, and here are the Ships use to careen, for it is a better Harbour than Pifco, and calmer, and here are the Store-houses of Wine which they bring from Ica. The anchoring is in five Pathom; and those Ships which cannot reach Port St. John, by Reason of the high Winds, put in here; for tho there be Wind, there is no Sea; there is good anchoring Ground, and when once pass the Rocks, Ships may ride any where. Those who sail out of this Port, are to observe, that there is a Shoal right before the Mand de la Ballesta, towards the Head-land of Sangallan.

From Sangallan, to the little Island of Sarate, three Leagues N. W. and S. E. This little Island is round and low, the Continent opposite to it doubling, that is, one Land rising behind another, and full of Hillocks. The Island is about a quarter of a League from the Continent, and from it to Morro de Viera, that is, the old Womens Head-land, is two Leagues North and South. This Head-land is high, and from the Seaward looks like an Island. The

Morro de Viejas.



Coming from the Seaward in about the Latitude of 14 Deg. 30 Min. South, you'll fee this Head-land, which bearing from E. to N. E. shews thus, and to the Windward of it you'll fee the Island Lobos, which is high, and has upright black Crags next the Sea.



The same Head-land to the Northward of the N. E. shews thus, at a great Distance, being of high Land; but coming near, you'll fee it rife and stretch out.

From this Head-land Morro de Viejas, to the Illand Lobos, is little above half a League. The Illand is high; there is anchoring on the N. N. E. Part of it, and to the S. W. it runs out in the Shape of a Galley, ending in a Sugar-loaf little Island, and beyond that another little Island, like a Ridge of Rocks, which all together at a Distance looks like Part of the Continent, lying close with the Sea and Crags.

gin bur Sea ro & nex ever If you but go i ther run the faid choi that before way bettin out los a Port Morr

At Morro de Viejas, or, old Womens Head-land, begins a great Bay, which ends at Puerto Quemado, or, burnt Head-land; and from the Island Lobos, or, of Seals, to Morro Quemado, is about half a League. Morro Quemado, or, burnt Head-land, is ! gh and thick next the Sea, and within it the Land runs high and even, and generally this Head-land is cover'd with Fogs. If you would put into this Port of Morro Quemado, you must keep the Ship's Side close up with the Rocks. your Anchors clear, and your Fore-fail half loofe; but if the Ship answers the Helm well, it is better to go in under a Sprit-fail, to be the clearer to moor, for there is much Wind, and great Squals; and if you can mun up to the Port, which is where the Rocks end, and the Strand begins, keep close up with the Rocks, as is faid above; and as foon as in the Port, drop your Andor to the Landward, and moor Head and Stern. that the Ship may not wind. If you be not moor'd before the Wind rifes, you'll be apt to drag, and always into deeper Water; therefore endeavour to get in betimes, before the Wind rifes. When you would go out of this Port, you must pass between the Island Loos and Morro de Viejas, which is all clean. In this fort there is neither Wood nor Water.

Morro Quemado, or, burnt Head-land, in 14 Degrees South Latitude, large,

Bearing N.E. shews thus.

From Morro Quemado, to Punta de Olleros, or Potters bint, six Leagues N. W. and S. E. the Land high and wel. To the Leeward of this Point Olleros, there are ome Rocks near the Continent, which look like little lands. You may pass to the Leeward of them, to inchor in a little Bay, which is a good Harbour, in ale of Squals, or strong Currents setting downwards. This

A Description of

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This Port is not frequented, because there is nothing to lade.

Punta de Olleros, or, Potters Point.



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Bearing East, distant five Leagues, shews thus.



The same bearing N. N. E. shews thus; at the same Time with it will appear the Point of Curacancana, which we shall represent below.

From Punta de Olleros, or Potters Point, to Port Caballa, fix Leagues E. S. E. and W. N. W. high Land next the Sea, with fandy Sloughs, and in the mid Way is a large Bay; and about a League and a half from Point Olleros, within the Bay, there are some upright Crags; and on the upper Part and Extremity of the level high Land, running from below, is a flat Table, call'd Mesa de Dona Mariana, that is, Dona Mariama's Table. From thence the Land falls as far as the River Ica, where it rifes again high and plain, only at the River Ica there is a Piece of Land, forming a Table at the Top, with a Break on each Side; and through that to the Leeward, runs the River of Ica. Put not into this Bay, for there is a great Sea; and if the Wind falls, it will throw you on the Coast. The Port of Caballa has a lofty thick Head-land, which from the Offing shews plain at the Top. If you would anchor in this Port, you must always endeavour to make the Land to Windward of it, one Reason is that you may keep clear of the Bay, and another, that you may furl your Sails in Time; and when you have so done, hoist out your Boat, and lower Your g

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r to r is, ther, when your Main Top-mast, for the Wind is apt to blow hard, and there is a great Sea; therefore endeavour to come to an Anchor under a Sprit-fail only. Note. That at the very Point of the Head-land, there is a sharp-pointed Shoal, give it a Berth; then observe to keep a sharp-pointed Rock, call'd el Fraile, or, the Fryer, to the East, somewhat to Windward, inclining to S. by E. and when you fee it bears with a little Head-land, which is above on the level, being the least and most to Windward of three you'll fee there; when the Fryer and this Hill are brought together, and you are in eight or nine Fathom Water, you may come to an Anchor. Observe, that, as I have faid, there is much Wind, and a great Sea in this Port, and the Port de la Barca is at the End of all the Rocks, where the Strand begins; and you must moor with two Anchors a-head, and a Kedger a-Itern.

The Head-land of Cavalla, in bare 15 Degrees Latitude South.



When the Break bears N. E. flews thus.

Mefa

Mesa de Dona Mariana, or, Dona Mariana's Table.

When you come from above, or from the Seaward of Port Cavalla, the Land to Leeward N. E. from Cavalla, being the Table of Dona Mariana, will shew thus, at a good Distance, and you'll see this Coast lies almost East and West, and the Coast from above N. W. and S. E. and at the End of this Land is the Port. 

land of Cavalla; and about a League and a half from the faid Head-land of Cavalla to Winderd, is a deep Break down to the Sea, through which the River of la Nasca runs. Farther at to Windeward in the higher Land, you'll see two white Sloughs, reaching from the Top to be the Bottom, that which is to Windeward the sea Ridge of Mountains, Part whereof toward the N. W. is come from the Offing, you'll see a Ridge of Mountains, Part whereof toward the N. W. is upright, or almost perpendicular, and toward the S. E. it grows shenderer, like a Galley, and A has two or three small Breaks on the Top. This Ridge of Mountains is call'd Curacangana, From Port Cavalla, to Port St. Nicholas, five Leagues, higher Land than that of the Head-

The Manterine of

The Montains of Caracana.

Coming from the Seaward, to make the Land about la Nasca, under 15 Degrees of South Latitude, when the Part at the Crofs bears Eaft, this Mountain of Curacancana shews thus.



If you come from the Seaward in upward of 15 Degrees from the Point of Nasca, when this Mountain of Curacancana bears N. E. it shews thus, and more to the Northward you'll fee the Land of Punta de Olleros, or, Potters Point, and the Table of Dona Mariana.

The Port of St. Nicholas is very fafe, but has neither Wood nor Water. Towards the S. E. of it is a low Point, which forms the Harbour; and over it is a topping round Hill, like

## A Description of Point St. Nicholas,



Bearing East, shews thus.

From Port St. Nicholas, to Port St. John, two Leagues; but between these two Ports there are some red Sloughs. This Port St. John is a good Harbour, yet not resorted to, because there is no lading for Ships, nor has it Wood or Water. At the Entrance, to the Windward Side, is a Shoal, which is carefully to be avoided.

From Port St. John, to Port Loma, by others call'd Acari, fix Leagues, low Land. The Head-land of Cavalla and Port Acari, bear from one another N. W. and S. E. and the Head-land of Acari is about four Leagues up the Inland, being higher than that of Cavalla, having another Piece of Ground still higher. This Port of Acari is call'd the Port of Loma, or, of the Ridge, because it has a double Ridge of Land next the Sea, which forms the Port, and is a very good and clean anchoring Place, tho' not reforted to, because there is no Trade. All these three Ports of St. Nicholas, St. John, and Loma, or Acari, are very proper for Ships to take Shelter in, as they fail for Arica, or Arequipa, if they happen to meet with Squals, or Currents fetting down. This Head-land of Acari and Port of Loma, are in 15 Deg. 30 Min. Latitude South.

The Head-land of Acari, Latitude 15 Deg. 30 Min.



Bearing East, distant four or five Leagues, shews thus.

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Coming from the Seaward in 15 Deg. 30 Min. Latitude, little over or under, you'll fee this Head-land, and End of the high Land, which is over Acari; and when bearing N. E. it shews thus. Then the low Land runs about a League to the N. W. where it rises again the same Way on, somewhat double, looking at a Distance like an Island; and if it be clear Weather, you'll see the Head-land of Acari, which is generally under a Cloud or Fog.

from the Port of Loma, or Acari, to the Head-land of Arequipa, eight Leagues, low Land next the Sea, trending N.W. and S. E. This Head-land of Arequipa is high, and most of the Year under a Cloud or Fog. There is good anchoring, and the trading Boats usually lade there, nor is it so subject to high Winds

as that of la Nasca.

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The Head-land of Arequipa, in 16 Degrees, Latitude South.



Bearing from S. E. to S. shews thus.



The same bearing from N. W. to N. E. shews thus. From the Head-land of Arequipa, to that of Atico 14. Leagues, N. W. and S. E. a little incilinng to East and West. To the Windward of the Head-land of Arequipa, begins a sandy Shore, and runs on two Leagues to the Port of Chola, which is deep, being at the End of that Strand where a Parcel of large high Rocks rises. The Passage into this Port, is to the Leeward of those P 4. Rocks.

The Head-land of Atico,



Bearing N. N.W. frews thus.



Coming from the Seaward, in somewhat above 15 Degrees Latitude, you'll fee this Land, E. S. E. S distant about ten Leagues, they shew thus; and if it be clear Weather, you'll see the Head- a land of Acari to the N. E. and on the Coast the End of the high Land that comes to meet the low Land, running away to the N.W. Lands between Atico and Arequipa.



it shews thus; but bearing N. E. the Break appears longer, with as it were a little Hillock in Standing in from the Seaward, in 16 Degrees Latitude, little over or under, you'll fee this Land, which is between Atico and Areguipa; and when the Break at the Crofs bears N. N. E.

From the Head-land of Atico to Ocana eight Leagues, N. W. and S. E. fomewhat inclining From the Head-land next the Sea, and up the Inland fnowy Mountains. Between Ati- co and Ocana, is a great Break made by a River running down to the Sea, and two Musquetshot up the Break there is fresh Water. Near the Break there are two Rocks, call'd Los Pefca. S. co and Ocana, is a great Break made by a River running down to the Sea, and two Musquet-

From Ocana, to Camana, fix Leagues, N.W. by W. and S. E. by E. a furly Coaft, and Ca-

Ships come to an Anchor, when a Rock you in the Cannot get into the Harbour, by Reafon Creek. If you intend for this Creek of Quilca, and cannot get into the Harbour, by Reafon of the Wind's falling calm, or the Current's fetting down, there is good archoring to the Lee-From Camana, to the Creek of Quilca, five Leagues, where small Ships put in; but great Ships come to an Anchor, when a Rock you'll see there bears Bast, half a League from the mana is a Spanish Town.

ward, in 20 Fathom Water. Let go your Anchor as foon as you see the Strand of Camana, for it is every where clean and holding Ground. This Creek of Quil-

ca is in 17 Degrees Latitude.

From the Creek of Quilca, to the Port of Chule, ten Leagues, N. W. and S. E. thus. From Quilca, to the Island del Guano, three Leagues. From the Island del Guano, to Ilai, four Leagues. Here they anchor within a Parcel of Rocks you'll fee, there is so much Depth, that you must be in above 40 Fathom Water. The Rocks are four or five, all white, and by them the Port of Ilai is known. There is no going into the Creek.

From Ilai, to Chule, which was once the chief Port to Arequipa, three Leagues, all the Coast along nothing but Rocks; and here is a Creek, which Boats go into, being a meer Gut, and only one Boat can go in at once. When you would anchor, you must open this narrow Creek, and you'll find 20 Fathom Water. If you are making from the Seaward for this Port of Chule, you'll see the burning Mountain of Arequipa which bears with this Port N. E. and S. W. distant 16 Leagues up the Inland; and if it be clear Weather, you'll see other high Mountains, near that Volcano, which resembles a Sugar-loaf with the Top broken off.

The burning Mountain of Arequipa.

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Standing in from the Seaward, in 6 Deg. 30 Min. Latitude, for the Port of Ilai, or the Creek of Quilca, you'll fee this Ridge of Hills, which, when the Clift at the Crofs, being the burning Mountain of Arequipa, bears N. E. shews thus; and from the Ridge at (0) the Mountain runs away to the N. W. having near there another little burning Mountain. All conthese Hills and burning Mountains are cover'd with Snow, and have little Breaks.



Standing in from the Offing, in 17 Degrees Latitude, little over or under, if the Cordille of paints of Mountains, be clear of Clouds, you'll fee these Hills, which are above Are of quipa; and when they bear from E. to N. E. they shew thus; and the Clift at the Cross, is the burning Mountain of Arequipa. If you happen to be near the Coast, this burning Mountain shews in feveral Shapes.

From Chule, to the Port of Ilo, twelve Leagues N. W. by N. and S. E. by S. high Land, thus. Two Leagues to the Windward of Chule, is the River Tanbo, where is a Piece of low Land, 5

Land, about a League in Length, all the rest steep and There is anchoring Ground before the River Tanbo, in 20 Fathom Water, a clean Bottom. the River Tanbo, to Terba Buena, two Leagues. From Terba Buena, to the Port of Ilo, eight Leagues. If you would come to an Anchor in this Port of Ib. you must make a Break in the highest Land, which you are to bring to bear East, as will the Vale thro' the Break, and then you may let go your Anchor, There is a good landing Place in this Port of Ilo, and close by it is a River of fresh Water. Note, That the Point of Ilo runs far out into the Sea, and is low; come not too near it, because of the In-draught. you stand in from the Offing, you'll see this Point of Ilo low with the Sea, and at the Extremity of it is a little Island, which at a Distance seems to be four or five Rocks.

The Point of Ilo, in 18 Degrees South Latitude, large,



Bearing N. E. shews thus.

Point Ilo.



Coming from the Seaward, in 16 Degrees Latitude South, when near the Land, you'll fee this Point of Ilo, which bearing N. N. E. will shew thus.



The fame, when it bears East, shews thus; and then if you look out towards the S. E. you'll see the Headland of Sama.

From

call'd

Leagues the Hill

Head-land of Sama, eight

From the Point of Ilo,

the Way is the Hill of Acaguna, and the River of Ilo, and the Hill call'd Loma Quemada, or, burnt Ridge. The River of Ilo is very good; and a Quarter of a League to the Windward, is the Town of Ilo, inhabited by Indian Fither-men. Upon Occasion, you'll there find Maix, or Indian Wheat, Water, and what else you want. There is a great Sea along this Coast, and in the River of Ilo. The Head-land of Sama is high and thick, and with the Coast makes feveral Appearances.

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The Head-land of Sama, in 18 Deg. 30 Min. Latitude South,



Bearing Eaft, makes a Point, with several small Breaks, and shews thus.



The same bearing N. N. E. distant 10 Leagues, shews thus.



The same, bearing E. S. E. shews thus.

The same bearing N. E. distant fix Leagues, shews thus.

When you come from the Seaward, to make the Land to Windward of Ile, you'll fee this then the high Land begins to rife again towards the C r make the Head Land begins to rife again towards the C r must be Head Land begins to rife again towards the C r must be Head Land begins to rife again towards the C r must be head Land begins to rife again towards the C r must be head Land begins to rife again towards the C r must be head Land begins to rife again towards the C r must be head Land begins to rife again towards the C r must be head land begins to rife again towards the C r must be head land begins to rife again towards the C r must be head land begins to rife again towards the C r must be head land begins to rife again towards the C r must be high Land begins to rife again towards the C r must be high Land begins to rife again towards the C r must be high Land begins to rife again towards the C r must be high Land begins to rife again towards the C r must be high Land begins to rife again towards the C r must be high Land begins to rife again towards the C r must be high land begins to rife again towards the C r must be high land begins to rife again towards the C r must be high land begins to rife again towards the C r must be high land begins to rife again towards the contract begins to refer be a r must be high land begins to refer be a r must be high land begins to refer be a r must be high land begins to refer be a r must be high land begins to refer be a r must be high land begins to refer be a r must be refer be read of the refer be refer be refer be refer be refer be refer be r Land, call'd Loma Quemada, or, burnt Ridge; at the End it looks like the Mouth of a River, and then the high Land begins to rife again towards the S. E. and when the Ridge at the Crofs bears N. E. it shews thus.

somewhat inclining East and West. By the Way is a large Bay, the greatest Part of it towards Arica, low Land, and a landy Shore; only the Land of Quiaca is high. But in this Way; from the Head-land of Sama, to the River of Sama, three Leagues; and half a League From the Head-land of Sama, to the Head-land of Arica, 13 Leagues N. W. and S. E.

to Windward of this River of Sama, is the Port of Quiaca, high Land, where there are Spa-

to Windward of this River of Sama, is the Port of Quiaca, high Land, where there are Spaniards and Indian Fisher-men; and there, upon Occasion, you may water, and be supply'd with what you want.

and the triver of dama, time Leagues; and tiall a League

The high Land of Sama.



When you come from the Seaward, to make the Land to Windward of Sama, when the Land at the Crofs over the Head-land bears N. N. E. it shews thus; and the Break at (0) is the River of Sama, above-mention'd.

The high Land call'd La Quiaca, above-mention'd.



When the Height at the Crofs bears Eaff, distant seven Leagues, shews thus.

...

The same, when the Height at the Cross bears N. E. distant seven Leagues, shews thus.

The same, when you make the Land to the Windward of Arica, and it bears N. N. W. 

From the Port of Quiaca, to the River of Juan Diaz, five Leagues; and from that River, of to the Head-land of Arica, five Leagues, low Land, and a landy Shore. Ships may anchor upon Gocafion in this Bay, and along the Coaft, for there is good holding Ground, and clean. Note, That the Sea runs high upon the Shore, if you happen to go in with your Boat. The Head-land of Arica is high and upright, and on it there are white Spots, being the Dung of Spowl. It is to be observed, that the Land to the Windward appears before this Head-land of Arica, as does the Head-land of Sama, and the Land of Quiaca, as being all higher than it, and because it lies up at the Bottom of the Bay. When they came to an Anchor in this Bay formerly, they us'd to open the Street call'd de la Merced, but now they anchor more to Windward. As soon as past the little Island, you may bend towards the Land, and when you have discover'd all the Ware-houses, and the first Street in the Town, which is call'd

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del Tanbo on the Shore begins to open, and you are in eight or nine Fathom Water, you may let go your Anchor, keeping the little Island a-head. Here you must-moor with the Kedger a-stern, because of the Land-Breezes, which blow hard in this Bay. This Port of Arica is in bare 19 Degrees Latitude South. If you be coming in from the Seaward, and have not yet had Sight of the Coast, by Reason of the Distance, or any other Cause, if the Weather be clear, and the Mountain-Land appears, you'll fee on the Top of the Cordillera, or Ridge of Mountains, two Hills. which look like Rocks in the Sea, or burning Mountains, with the Snow apon them. If thefe two Hills bear N. E. from you, then you'are somewhat to Windward of the Port; and to the S. E. of the faid two Hills, on the same Ridge of Mountains, is another Hill, fooking white like the others with the Snow.

The Head-Land of Arica, in 19 Degrees, Latitude South.



When you come coasting along from the Windward of Arica downwards, this Head-land bearing N. N. E. shews thus.



The same bearing N. E. shews thus.

From the Head-land of Arica, to that of Tarapaca, 25 Leagues, high Land next the Sea, lying North and South, a little inclining East and West, and it is known by its trending, because the Land to Leeward of Aricalies N. W. and S. E. Between Arica and Tarapaca, there are three deep Breaks made by Rivers running down to the Sea. If when you come in from the Seaward for want of an Observation, or by Reason of the Current s. Vol. II.

rents setting down, you happen to make the Land of Arequipa, take Heed you are not de- S North and South. The first Dieak to william. About a League to the Northward of this Break, of Corpa, and it is five Leagues from Arica. About a League to the Northward of this Break, almost at the Edge of the Water, there are white and red Crags, for about a League in Length, almost at the Edge of the Water, there are white and red Crags, for about a League in Length, of ceiv'd by some other Breaks there are on that Coast, tho' you may discern the Difference, by Reason that Land is lower, and lies N. W. and S. E. whereas this to Windward of Arica lies North and South. The first Break to Windward of Arica, is that of Vitor, which others call and look like a Wall, because that Part of the Coast is perpendicular. To the Southward this Break, is a Head-land, with some Crags that are white from Top to Bottom.

The Break of Vitor.

When you make the Land, somewhat to Windward of Arica, and the Head-land at (0) which is to Windward of the Break of Vitor, bears Eaft, fomewhat Northerly, and the Head-land at the Crois is to the Leeward of the Break of Camarones, to be mention'd below.



From the Break of Vitor, to that of Camarones, seven Leagues; and to the Southward of this Break of Camarones, close by it, is a little Rock, very white; which, when you are about five I eagues from the Shore. looks like a Ship under Sail. You must always be near this Coast to

a Sort of Bay, the North Point whereof winds to Windward, and the Channel must bear N. E. to have it open to you. know it; and when the two Breaks above-mention'd bear Eaft, little over or under, they will be open to you, which is not so with the other more to Windward, call'd of Pifagua, which forms Leagues from the Shore, looks like a Ship under Sail. You must always be near this Coast to

served with with you are about tive

The Break of Camarones, in 19 Deg. 30 Min. Latitude South.



the Break of Camarones at the Crofs bearing B. N. E. about eight Leagues distant, shews thus When you have made the Coast to Windward of Arica, which runs almost North and South, Owith the Head-land at (0)

The burning Mountains of Tacoral.



or, great Ridge of Mountains, is clear, fo that you can make it, and not the Coast, when the burning Mountains at the Cross bear N. E. they shew thus, and you are to Windward of Arica. If you happen to fland in from the Seaward in about 19 Degrees Latitude, and the Cordillera,

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From the Break of Camarones, to that of Pifagua, eight Leagues, high Land next the Sea, & and running North and South, like the rest.

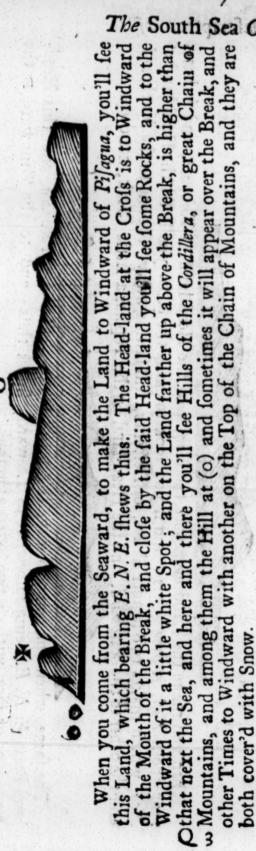
Pifagua.



When you come from the Seaward, in about 19 Degrees and a half Latitude, little over or a under, you'll fee this Land; and at first Sight the Head-land at (0) will look like an Island, but drawing nearer, you'll fee all the Land and Coast to Windward of Arica, which lies between of the Break of Camarones, and that of Pifagua, and at the Cross is Pifagua. the Break of Camarones, and that of Pifagua, and at the Crofs is Pifagua.



When you have made the Land between Pifagua and Camarones, you'll fee this Land, being the Break of Pifagua at the (0) bearing E. S. E. distant 17 Leagues, when it shews thus, and the Break of Camarones will be open to you, and to the Windward of it a white Spot, with two or three little black Streaks in the Middle of it, from the Top to the Bottom.



From the Break of Pisagua, to the Head-land of Tarapaca, fix Leagues. This Head-land is high, and from it runs low Land every Way, the Head appearing in whatsoever Position you rare to it. The Coast is boisterous, and on it is a little Mand.

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The Head-land of Tarapaca, in 20 Deg. 40 Min. Latitude Sout



When you make the Land between Pifagua and Tarapaca, and the Head-land of Tarapaca bears S. E. it shews thus at a Distance; and the the Point at (o) looks low, near at Hand you'll find it as high as the rest of the Coast.



Pica, which makes two slender Skirts, or Descents, still falling away, the one to the Northward, of When you make the Land even with the Height of the Head-land of Tarapaca, and it bears near about East, it shews thus; and if you look towards the S. E. you'll see the Head-land of and the other to the Southward, and the Head land on the Top has a little Break, not deep.

The same, when you come to make the Land between Pica and Tarapaca, and this Headland bears E. N. E. being somewhat to Leeward, shews thus; and to the Windward is the Head-land of Pica, with the two Skirts aforefaid.

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None it is

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The South Sea Coafts

From the Head-land of Tarapaca, to that of Pica, five Leagues North and South. Near it is a little white Island, and to the Landward of it there is good anchoring in 7 Fathom Water.

The Head-land of Pica,



Bearing E. S. E. fhews thus.



When you come from the Seaward, in about 20 Deg. 30 Min. Latitude, little over or under, at a great Distance this Head-land of Pica will shew near thus, howsoever you be posited.



But when you draw nearer this Head-land of Pica, and it bears Eaft, it will shew thus, with these little Breaks, and the Coast runs away high, both to the Northward and to the

From E

From the Head-land of Pica, to the River of Lora, 12 Leagues, high Land lying North and South, a bold Coaffe with white Crags. The River lies where the Land is lowest and drawn in, which must bear East if The Water of this River is someyou would make it. The anchoring Ground is a quarter of what brackish. a League to Windward, near a Parcel of small Rocks,

which are to be a-head of you.

From the River of Lora, to Atacama, 15 Leagues, high Land, lying N. N.E. and S. S.W. the Coast very rocky and deep; but keep clear of it. Five Leagues from Lora, Southward, and before a Ridge of Mountains, is Haguey de Paquisa, where there is fresh Water. If you would water here at Paquisa, you must anchor before a Head-land, which forms as it were a Point, with fome white Spots, and then you'll fee a great Tree before the Jaguey, or watering Place; and if right, you'll be before the highest Land of this Coast; and over the Point is a Hill, which, when you are out at Sea, looks like three or four Hills, and is full of Thiftles.

This Hill of Paquisa, being in 22 Degrees Latitude South.



When you stand in directly upon it from the Sea-

ward, shews thus.

In case you miss of Water at Paquisa, it is but two Leagues from thence to Algodonales, where there is fresh Water, to be known by some white Spots next the Sea.

From Algodonales, to Atacama, eight Leagues, where Water may also be had, but it is somewhat brackish.

From Atacama, to the Bay of Mijillones, or Muscles, five Leagues, N. E. by N. and S. W. by S. At the Point of it is a high round Hill, like a Sugar-loaf, and on the North Side of it another smaller. of Mijillones is deep, the anchoring Place is to the East-

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ward, and the Entrance lies North and South. Here is no Water. Ships may also anchor to the South of the Point, near a Rock that is to be seen there, in 15 Fathom Water.

The Hill forming the Point at the Bay of Mijillones,



When it bears from East to S. E. shews thus.

Moreno, or brown Head-land, eight Leagues, N. E. and S. W. This Head-land is high and thick, and there is anchoring on the North Side of it, near a little Island, where Ships may be shelter'd, when there are squals from the South, and be in a Readiness to sail. Here is a good Port, tho' streight, and Ships may careen. There is Water, but it can only be taken up at low Ebb, because it has a Communication with the Sea upon the Flood. If you coast along, the Land will appear to you stretch'd out and plain next the Sea, like a little Table over the Point. When you come from above, Morro Moreno will appear high and round. Here is generally very blowing Weather in this Latitude of 23 Degrees.

Morro Moreno, or brown Head-land,



Bearing from South, to S. W. shews thus.

From Morro Moreno, to Morro de Jorge, or George's Head-land, 10 Leagues, N. by E. and S. by W. and between them is form'd a Bay, which is dangerous when there is much Wind at S. W. because that blows right in, and it is unsafe to be in it at that Time. There is anchoring at the Point of Morro de Jorge, in

25 Fathom, good holding Ground. This Head-land

and Sangallan, lie N. by W. and S. by E.

From Morro de Jorge, to Baia de Nuestra Senora, or our Lady's Bay, 20 Leagues, N. N. E. and S. S. W. very high defert Mountains, without any Water, bating that about fix Leagues short of our Lady's Bay, there is some fresh Water; but it is in the highest Part of the Mountain, and in the very midst of it towards the Bay. Below the Place of the Water, there is a plain Spot down next the Sea, you may come to an Anchor before that Plain, for it is all clean, and there is much Water close under the Shore, so that you must anchor in 25 Fathom. Note, that a Ridge runs down from the Mountain to the Sea; and where the Ridge terminates, is a white Rock about half a League from the Continent. This Rock must be to the Southward and ahead of you, and you are to be a Mile from it. This white Rock is in 24 Degrees and a half Latitude South. From this same Rock, at the watering Place, you may tee Morro Moreno, which thence looks high and round,

From this white Rock at the watering Place, to the Baia de Nuestra Senora, or our Lady's Bay, one half of the Country inhabited, and the other half defert; and here ends the Mountain, and begins the low Land. Here also the boisterous North Winds begin to reign, This Bay of our Lady is very deep, and the Coalt fo steep, that you'll scarce strike Ground with 50 Fathom Line, a very blowing Coast when there are Squals.

From Baia de Nuestra Senora, or, our Lady's Bay, to the Head-land of Copiapo, thirty Leagues N. N. E. and S. S. W. From our Lady's Bay, to Port Betas, 6 Leagues, good anchoring Ground, deep Water, and you must ride in 30 Fathom, to be ready to fail when the North Wind blows. You'll know this Port of Betas by a Spot of white Sand, and in the midft of the White another black Spot, and at the upper Part of the Port there are some Chaps or Clefts, which look like the Veins in a Mine, call'd in Spanish,

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Betas, whence the Name of the Place. Here is no fresh Water. The Latitude is 26 Degrees South.

from Port Betas, to Juncal, or, the rushy Ground, fix Leagues. This is but a bad Harbour; for it is only shelter'd against the S. W. with Mountains, the Country desert, and no fresh Water.

From Juncal, to Port Cheveral, fix Leagues, a good Port, and has an Island without, which secures it a-

gainst all Winds; but it has no fresh Water.

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From Cheveral, to the Head-land of Copiago, 12 Leagues, and, by the Way, good Places to anchor, and Bays shelter'd from the South; but a desert Country, and without fresh Water. The Port of Copiago is good, secure against the South, as also against the North Winds. The Head-land of Copiago somewhat resembles an Island, is not unlike Point Santa Elena, and has a little Island on the South Side, about a League from the Head-land. There is also good anchoring on the Side of this Island next the Continent, near a high Head-land that is there to be seen. Ships may sail from this Port with a North Wind. The Country here is inhabited.

The Head-land of Copiago,



Coming from the Northward, shews thus.

From the Head-land of Copiapo, to the Islands de Pajuros, or of Birds, 33 Leagues, N. E. by N. and S. W.
by S. thus. From the Island of Copiapo to Baia Salada,
of the Salt Bay, five Leagues. Here is good Anchoring and Water, but that none of the best. The River
of Copiapo is between the Island and the Bay; and to
the Seaward of this River, is a dangerous Shoal, bearing West from the River.

From Baia Salada, or Salt Bay, to Totoral, 10 Leagues, where the anchoring Ground is to the Northward of the Point, which is to bear from you S. W. by W. You must hold your self ready to sail, if the

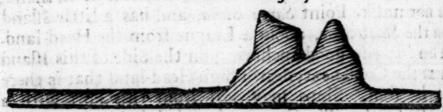
North

North Wind should rise, which blows in. Here you

may water.

From Totoral, to the Port of Guasco, 10 Leagues; and here is Shelter from the East to the S. E. This is a Vale well peopled, with a River. You must anchor opposite to this River, near a little low Island. There are seven or eight Rocks at the Windward Point oppofite to the Port, and on the very Point is a fandy Hill, with a Break at the Top, and Sands about on both There are three little Islands at the anchoring Place. This Hill of Guasco is high, thick, and round, and makes a Saddle at the Top, and it is higher to the Northward than to the Southward, running off low on both Sides.

The Hill of Guafco,



From the Seaward, shews thus.

From this Port of Guasco, to the Islands de Pajaros, or of Birds, eight Leagues. To the Landward of the greater Island, is a little one somewhat low, where you may anchor, and fail out again with a North Wind which Way you pleafe. There are four great Islands, and the middlemost, which is the largest, has five Breaks on it. That which lies most to the Landward, has fome high Rocks about it; and the two great Islands that lie together, bear from one another N. N. W. and S. S. E.

From these Islands de Pajaros, or of Birds, to the Port of Coquinbo, feven Leagues, N. N. W. and S. S. E. This Port of Coquinbo has a Point which is not very high, and at the Entrance into it are two Rocks oppofite to the Point. These Rocks, if you would go in, you must leave on your Starboard Side, and 'till they

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bear S. S. W. you'll find no Ground; for which Reason, you must make up close to the Point, and when near it, stand in to anchor before the highest Land in a Line, with a Rock there is in the Sea, call'd la Tortuga, that is, the Tortoise. From this anchoring Place, to the Sea-Port Town of Coquinbo, is two Leagues, and it is in 30 Degrees of South Latitude.

From the Point of Coquinbo, to the Bay of Longoi, feven Leagues, N. E. and S. W. and one League to Windward of Coquinbo, is a Port call'd la Herradura, that is, the Horse-shoe, which is fase and good anchor-

ing Ground.

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From the Bay of Longoi, to Puerto del Governador, or the Governor's Port, 24 Leagues, N. N. E. and S. S. W. thus. From Longoi, to Limari, eight Leagues. This Port of Limari is known by the Woods of very tall Trees on the Mountains, and in the midst of them a deep Break down to the Sea.

From Limari, to Choapa, 10 Leagues. The Land at Choapa high Mountains, most Part of the Year cover'd with Snow; the Coast upright, and without any

Port.

From Choapa, to Puerto del Governador, or, the Governor's Port, fix Leagues. This Governor's Port is good; you must anchor opposite to the lowest Land, and hold your self ready to sail when the North Wind comes up, right before a high Hill that has a small Break on the Top, and on the Side of the Hill towards the S. W. is a Tust of Trees. The Port has a little Island; and, in case you cannot weather the Point with the North Wind, you may take Shelter to the Leeward of the little Island. This Governor's Port is in 31 Deg. 15 Min. Latitude South.

From the Governor's Port, to that of Valparaiso, 20 Leagues North and South. This Port and Point Coroma, bear from one another N. by E. and S. by W. This same Port and la Ligua, bear from one another N. W. and S. E. distant five Leagues. At this Port of Ligua.

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near the Point, is a Shoal two Fathom under Water, and there is five Fathom Water at the anchoring Place.

From la Ligua, to Puerto del Papudo, three Leagues, the anchoring Place deep, and at it is a high Hill, with a Break on the Top, and a Spot of Trees, which

looks like the Hill at the Governor's Port.

From Port Papudo, to the Flats of Quintero, five Leagues. These Flats are above Water, near the Continent, and the Sea sets very much towards them. Ships may safely pass between these Flats and the Continent, where there is twelve Fathom Water, clean Ground.

From these Flats, to Port Quintero, two Leagues. This Port Quintero is deep, and safe against the Southerby Winds, but the North blows directly in at the Mouth;

take heed you be not catch'd there by it.

From Port Quintero, to the Port of Valparaiso, five Leagues, N. E. and S. W. By the Way, three Leagues from Quintero, is the River of Chile, North and South; and at the River of Chile is a Shoal, on which you'll

immediately fee the Sea break.

From the River of Chile, to Valparaiso, the Port to the City of Santiago, Capital of the Kingdom of Chile, two Leagues; and in this small Space between the aforesaid Places, there are three several Strands, and down the middlemost runs the River de las Minas, or, of the Mines, which others call of Margamarga; and at the End of the last Strand, to the Windward, is this Port of Santiago, call'd Valparaiso, where there is a Break and a little open Strand, and at the End of that Strand is a stony Point. You must come to an Anchor behind that Point, before the little Strand, which makes the Shelter from the North Wind, under the highelt Land, which runs towards the Point of Coroma. There is seven Fathom Water in the anchoring Ground; when moor'd, one of your Anchors must be almost ashore, and the other to the Northward near a Parcel of Stones on the little Strand near the Shore, good holding Ground. However, you must keep your felf in a Readiness to fail, because the South Wind blows hard. and there is a rowling Sea, especially after Noon. This Port of Valparaifo is in 32 Degrees South Latitude. large.

From the Port of Valparaiso, to the Point of Coroma, two Leagues. The Course W. S. W. On the Infide of this Point, is a Shoal; come not too near in your Way from above for Valparaifo. There is anchoring at this Point of Coroma. This Point and the Islands of Coquinbo, the Head-land of Copiapo and Morro Moreno, or brown Head-land, all bear from one another alike, that is, N. E. and S. W.

From the Point of Coroma, to Potocalma, 18 Leagues N.E. and S. W. and fix Leagues to Windward of the Point of Coroma, are las Salinas, or, the Salt-Pits. where there is anchoring Ground, with a South Wind, the Land low, with many Shoals, and you must an-

chor in 10 Fathom.

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You may anchor within the Head-land of Potocalma with a South Wind; and a very little League within it the Wind blows hard, and the Sea is boilterous, and so deep, that very near the Land you'll ride in 25 Fathom Water, clean Ground. This Head-land of Potocalma is in bare 34 Degrees Latitude South.

From the Head-land of Potocalma, to the Break or River of Lora, 14 Leagues. Here at Lora is a large Break, like that of the Island of Lima, and a Piece of the Coast is low, being fandy, lying N. E. and S. W. and right before the Middle of the higher fandy Ground, is good anchoring. At Lora the Mountains begin to have Trees on their Tops; so that there is Plenty of Wood, and so all the Coast continues to the City of the Conception.

From the Break or River of Lora, to the River of Maule, feven Leagues. This River has three Fathom Water at low Ebb, on the Bar; and there are two

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Rocks at the Entrance; and about half a League to the Leeward of them, there is anchoring, against the South Wind. This River of Maule is so boisterous, as if the North Wind were produc'd in it.

From the River Maule, to Point Humos, 10 Leagues. This is a dangerous Point, for from it several Shoals run out, and some Ships have been lost at it. The River Maule, and this Point, bear from one another

N. N. E. and S. S. W.

From Point Humos, to the River of Itata, seven Leagues. The Country is very populous about this River of Itata, and there is anchoring at a Point which runs out, and it makes a deep, upright, and very large Break. From Point Humos, to la Herradura, or, the Horse-shoe, there is no Bottom, unless it be in these Parts here mention'd.

From the River of Itata, to la Herradura, or, the Horse-shoe, five Leagues. This Port is a Bay, in Form like a Horse-shoe, whence it has the Name. At the Entrance there are three or four high Rocks, and within it is land-lock'd against both the North and

South Winds.

From la Herradura, or, the Horse-shoe, to the Island of the Conception, commonly call'd la Quiriquina, two Leagues N. E. and S. W. These two Leagues make the Passage, or Mouth for going up to the Conception, and this Passage lies North and South; so that the North Wind blows right in. The Spanish Town lies along the Sea, which there forms a spacious sandy Shore. A quarter of a League from the City of the Conception, is a River, call'd Andalin, where the trading Boats can run up. In this Port of the Conception, you must anchor before a small Rivulet, that runs through the Middle of the City, and ride out at some Distance from it, to be ready to fail, in case the North Wind should come up, when you are to make for the Point of Talcaguano, and there come to an Anchor to Leeward of a low Point, so that Talcaguano Point and the Island Quiriquina riquina may bear equal from each other; and then you'll be shelter'd from the North Wind. At this shand Quiriquina there is clean and safe anchoring on both Sides of a sharp Point you'll see there. The shand and the City of the Conception bear from one another W. by N. and E. by S. distant two Leagues, and the Port is in 36 Deg. 15 Min. Latitude South. The Ships that are bound for Valdivia and Chiloe from the Conception, go to anchor at Point Talcaguano, in 12 Fathom Water, to wait for the North Wind, and must leave the Rock call'd Farellon de las Ollas about half a League to the East, as also the Channel which runs between Point Talcaguano, and the Island Quiriquina, through which Ships do not pass up, by Reason of its Narrowness, unless they have the Wind right astern.

The Island Quiriquina,



When you are standing in from the Seaward, shews

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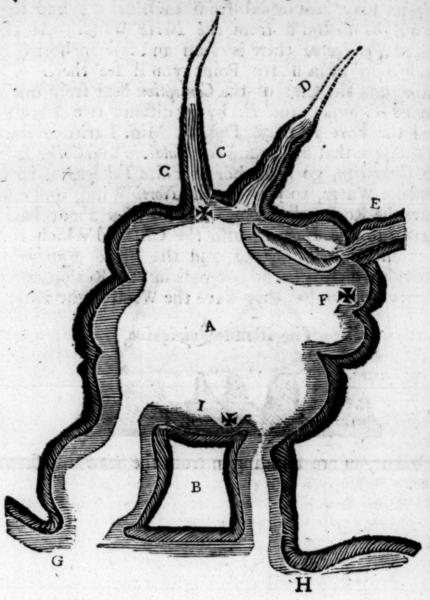
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A Description of



A. The Bay of the Conception. B. The Island Quiriquina. C. The Town of the Conception. D. The River Andalita. E. Itata River. F. Port Talcaguano. G. Point Herradura. H. Point Talcaguano. I. Port Quiriquina.

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From the Point of Talcaguano, to St. Mary's Islands In Leagues N. E. and S. W. thus. From Point Talcaguano, to Port St. Vincent, two Leagues; and this is a good Port, safe against all Winds, except the West, which blows right in.

From Port St. Vincent, to the River of Biobio, two Leagues. This is a mighty River, at the Mouth of it are two high Rocks; and between it and Port St. Vincent, is a high Hill, which looks like two Dugs, and is therefore call'd Las Tetas de Biobio, that is, the Dugs of Biobio.

Tetas de Biobio.



From the Seaward, shews thus.

From the River Biobio, to Lavapie, feven Leagues; and this is a Bay affording Shelter against the South Wind, but the North blows right in. Here is the Mand of St. Mary, where there is anchoring Ground on the Side next the Continent, and Shelter against the North Wind, but little Water. Near this Island is a high Rock, and the North Point is low, with anthoring Ground about it, but not clear of Rocks; and on the Outfide is a Shoal running about half a League out to Sea; take Heed of it, for some Ships have perish'd on it. This Shoal and the Dugs of Biobio bear from one another N. E. and S. W. Dugs are high, and may be feen at a great Distance, making a large Break in the Middle, as represented above. The Island of St. Mary is inhabited, plain Land, and about two Leagues in Compass.

From St. Mary's Island, to the Island Mocha, 20 Leagues N. N. E. and S. S. W. thus. From St. Mary's Island, to Puerto del Carnero, or, the Sheep's Port, 10 Leagues. Near this Port is a high Rock, and in it

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there is fresh Water and a River; and hither the Boats

refort with Provisions for the Garrisons.

From Port Carnero, to the Island Mocha, 10 Leagues; but from Port Carnero, to Tucapel, four Leagues This is no good Port, and worst of all when the North Winds prevail along the Coast. The Island Mocha is high Land, well peopled by Indians, come over from the Continent, which is four Leagues distant, and to the W. S. W. there are Shoals.

The Island Mocha, in 38 Deg. 40 Min. Latitude South,



To the Leeward, shews thus.



The fame to the Windward, shews thus.

This Island and the Port of Valdivia bear from one another North and South, distant 25 Leagues. The Island and the River Imperial N. W. by W. and S. E. by E. the same and Point Galera N. by W. and S. by E. the same and the Island Juan Fernandes N. W. by W. and S. E. by E. distant 90 Leagues.

From the River of *Tucapel*, to the River *Imperial*, 10 Leagues. This River has good Depth of Water, the Land is low, and you may anchor in it, for it is

clean

From the River Imperial, to Alquivite, 10 Leagues, low Land; and between these two Places, is a Hill, which falls away both to the Northward and the Southward, down to the very low Coast; for such it is all the Way to near Valdivia.

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Shews thus in any Position whatsoever.

Note, That the lowest Land on this Coast, is at Alquivite; and if it be clear Weather, you'll see some burning Mountains up the Country, and then the Land rises to the Southward, as far as the Head-land of

Bonifacio, which is 10 Leagues.

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This Head-land of Bonifacio is the one Side of the Entrance into the Port of Valdivia, the other is Morro Gonzalo, or, Gonzalo's Head-land, opposite to it on the other Side, and three Leagues distant; and this Head-land of Gonzalo is perpendicular, but not very high, and has some white Spots upon the very Point, or End of it.

The Head-land Morro de Bonifacio,



When bearing N. N. E. shews thus.

The



When bearing E. N. E. thews thus.

Head-land of Bonifacio, to the Port del Coral, is five Leagues N. by W. and S. by E. and from the Head-land of Gonzalo, to the Port del Coral, is two Leagues, and somewhat better. The Course between this same Mouth of the Harbour, and the Point of Niebla, is N. W. and S. z. E. and when you are up as far as the Point of Niebla, in the Midst of the River, you may bend to the Southward, and you'll presently see the Bay and Port of Coral, and may come to an Anchor where you please, near the Shore, in fix or seven Fathom, for it is all clean; and at the End of the Strand towards the S. E. is the watering Place, tho' there is also Water in several other Places on the same Strand to the Southward. Take Heed how you go there, for there are unconquer'd Indians, and they are very treacherous. You'll find them all Between these two Head-lands, as I have said, is the Passage up to Baldivia; and from the about that Side, and must not trust them if you go ashore, but stand always upon your Guard, whilst the Men fill the Water, and look out sharp. Take Heed your Boat be not aground, lest a great Number of Indians attack you, that you may not want that Retreat in case of Need, and let your Oars be clear. I am particular in this Point, lest you come by

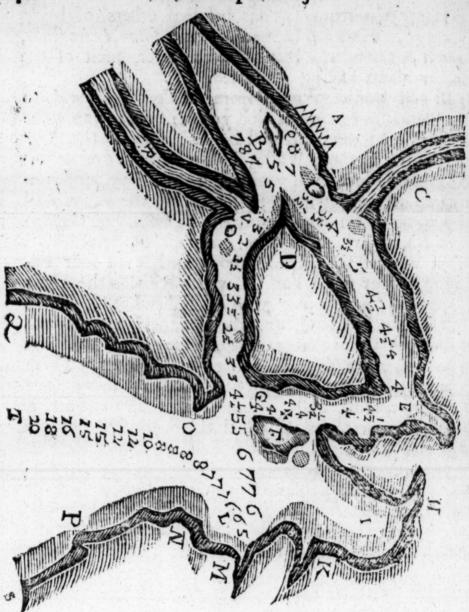
the fundamental the fundamental the time with the time wit

the same Misfortune, as has befallen others, of being surpriz'd. Here has been a Fort built some Years since, which has render'd this Place the safer, most of the

Indians about having submitted.

If you would proceed from the Port del Coral, to the Island Constantina, which you will see towards the E. S. E. you may proceed boldly, for all the Way there is five Fathom Water, half a Fathom over or under; but be fure both in entering this River, and running up it every where, to found all the Way, and then come to an Anchor on the East Side of Constantine's Island, which will be on your Starboard-Side. When within the Island, you'll anchor in four Fathom, or four and a half, in which Position the King's Island will bear from you East, somewhat Northerly. This is a large Island, and the Channel lying between it and the Continent to the Northward, is that the Boats pass up to Valdivia, being three Leagues. There is but little Water in this Channel, not above three Fathom at most, and in some Places only one and a By the South Channel there are five Leagues from the Mouth of it to the Town; and this Way Ships go up, because there is four or five Fathom Wa-On the S. E. side of the Island, is a Bay of little Depth; go not into it with a Ship. The Draught here represents all the Parts of this Harbour, from the Mouth upwards, and the Depth of Water in every Part.

The



A. The Town of Valdivia. B. The River of Miriquina. C. The River Callacalla. D. The King's Island. E. The Passage or Channel for great Ships. F. Constantine's Island. G. The Passage or Channel for Boats. H. The River Claro. I. St. John's Bay. K. St. Christopher's River. L. Port Corral. M. Watering Place. N. Port Amirgos. O. Point Niebla. P. The Head-land Morro Gonzalo. Q. The Head-land Morro Bonifacio. R. Valdivia River, S. Point Galera. T. The Mouth of the River. Y. Mota Island.

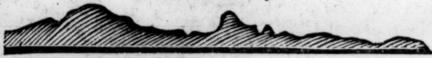
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From Port Coral, to the Head-land Morro Gonzalo, two Leagues, and from Morro Gonzalo, to the Point de la Galera, or of the Galley, three Leagues, E. by N. and W. by S. the Land doubling, or appearing one above another, only Point Galera is low next the Sea, and then the Land rifes a little to the Southward.

Point Galera,



Bearing S. S. W. fhews thus.



The same bearing N. N. E. shews thus.

From Point Galera, to Rio Bueno, or good River, five Leagues, high Land next the Sea, and the River makes a large Break above.

From Rio Bueno, or, Good River, to Puerto de San Pedro, or St. Peter's Port, nine Leagues, high Land like the last; and at this Port, is another Break like that of Rio Bueno.

From St. Peter's River, to the Point of Quedar, eight Leagues, the same Sort of Land as above. Between Point Galera and the Point of Quedar, the Coast runs N. N. E. and S. S. W. 22 Leagues. This Point of Quedar appears in several Shapes, according to your Position.

The Point of Quedar,



Bearing S. by E. shews thus.

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The same bearing S. S. E. shews thus.

The



The fame bearing S. E. shews thus.

From the Point of Quedar, to Point Godoi, four Leagues. There are three Rocks bearing with this Point N. E. and S. W. Ships may fafely pass close by

them, for there is no Danger.

From Point Godoi, to the Babias, or, Bays of Lago. four Leagues North and South. None should put in here. without Necessity obliges; and if any do go in, let them keep up close to the North Side, and not to the South, because there are Sands which run out very far.

From these Bays, to the Port and Fort of Caralmago, three Leagues. Here the Vessels put in with Necessaries for the Garrisons. To go safe into this Harbour, they must cling close under the Shore, because else the Current, which fets out between the Continent and the great Island of Chiloe, and is very strong in that Channel, will be apt to drive them out. - This Port of Caralmapo, is a small Bay, in 42 Deg. 30 Min. Latitude South, and in it you must anchor very close to the Shore.

From this Port of Caralmapo, to the nearest Land of the great Mand of Chiloe, two Leagues, North and This Island is very large, being above 22 Leagues in Length, lying North and South. North End is a l'oint call'd del Auco, and at the South End another call'd of Quela. All the Side of the Island towards the Sea, is Crags, except in the Middle, where is the Port of Cucao, over which are two high Hills, much alike, resembling Dugs, and therefore call'd las Tetas de Cucao, that is, the Dugs of Cucao. Port is small, and therefore not resorted to. At the Point del Anco, there is a very good Harbour, Landlock'd against all Winds, call'd Puerto del Ingles, or the English Man's Harbour; but none use it, because foul.

At

Page 250 I. de P. Nunez Prode Ingles de la Cuy Port of Caralmapo Punta de Coronel Bajo de los Remotinos emotinos Cocotue erus de Cucao I de la Mag Lay lin Idet Guafo de los Chonos Chunguen At

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At the South End of this great Island, are three smaller, the largest of them call'd of the Magdalen, and there the Bay runs in and forms a spacious Coast, and in it is a great Number of Islands. On the East Side of it, is the Spanish Town of Castro de Chiloe, where the Ships from Peru load Timber, whereof there is great Plenty, and several Ships are built here. If you would go in, it must be at the South Channel, between the great Island and the Island of Guaso, which Channel is 10 Leagues wide, the Distance between the two Islands, which is a safe Channel, and you may ply upon a Wind in it.

The Island of Guafo is four Leagues in Length, having two Points, the one to the N.E. and the other to the S.E. for so the Island is posited. Take heed of this S.E. Point, for there are Shoals running out from it half a League to Sea, on which some Ships have perish'd. The middle Part of the Island of Chiloe is in

43 Degrees, Latitude South.

From the Island del Guafo, to Cabo de Tres Montes, or, Cape Three Mountains, where the great Bay, form'd by the Island of Chiloe, terminates, is 10 Leagues; so that the whole Extent of the said Bay is 96 Leagues. Cape Tres Montes, and the Land of it, lyes N. E. and S. W. is high and mountainous, and at the End of the Cape it forms three Points, and therefore it has the Name of Cape Three Mountains or Hills.

From Cape Tres Montes, to Cape Corzo, 63 Leagues, North and South, in which Distance there are some

Bays and Rivers, but never a Rock, nor Island.

At Cape Corzo, the Land turns away to the East 36 Leagues, forming a Nook call'd Ancon sin salida, that is, without a Thorough-fare. On the North Side of it, are high Mountains and two spacious sandy Bays, and at the End of the Mountain there are two sinall Rivers, and at the very Extremity of this Nook a mighty River salls into the Sea, where the Coast turns again to the S. W. 62 Leagues, that is, to the Mouth

Mouth of the Streights of Magellan. In this Space there are some Bays, and three Rivers, and in this Bay there are eleven Islands, two large, and nine small. The great one to the Northward, is call'd St. Mary's Island, and about it are the sour smallest of the others. The other great Island, which lies nearer the Magellan Streights, is St. Martin's Island, and about it are five other small Islands. There is a Passage to the Landward of all these Islands.

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At the very Mouth of the Streights of Magellan, to the Northward, are four Rocks together, call'd the Four Evangelists. Magellan's Streight is in 52 Degrees of

South Latitude.

To the Southward of the Streights, close to the Mouth, are other twelve Rocks call'd the twelve Apostles, and from this Place the Coast winds away Eastward 125 Leagues, the Distance from the Streights of Magellan, to those of le Maire, or, as the Spaniards call them, of St. Vincent, the Breadth whereof is eight Leagues large, and the Length of the Passage five. Streight le Maire is in 55 Degrees, Latitude South.

## Courses and Distances.

| 18 - 기계를 통해 있는 것이 되는 것이 하는 것이 되어 되었다. 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 그 |
|---|
| Leagues.  |
| From the Head-land of the Windward Island of Callan,                        |
| call'd la Viejas, or, the old Women, to Morro Solar,                        |
| S. S. E.  |
| From the Head-land Morro Solar, to the Rocks of Pachacama, S. S. E.         |
|   |
| From the Rocks of Pachacama, to the Point of Chilca, S. S. E.               |
| From the Point of Chilca, to Mala, S. S. E. 4                               |
| From Mala, to the Island Afia, S.   |
| From the Island Asia, to Canete, S. E.                                      |
| From Canete, to Chincha, S. E. 9  |
| From the Port of Chincha, to that of Pisco, S.E. 6                          |
| From Pisco, to Paraca, S. E.  |
| From  |

| Leagues.  |
|---|
| From Sangallan, the Head-land at Port Paraca, to the Island Sarate, S. E.                                       |
| From the Island Sarate, to Morro de Viejas, or, Old Womens Head-land, S.  |
| From Morro de Viejas, to the Island Lobos, S.   |
| From the Island Lobos, to Merro Quemado, or, Burnt Head-land, S.  |
| From Morro Quemado, to Punta de Olleros, or, Potters<br>Point, S. E.  |
| From Punta de Olleros, to Port Caballa, E. S. E. 6  |
| From Port Caballa, to Port St. Nicholas, S. E.  |
| From Port St. Nicholas, to Port St. John, S. E. 2   |
| From Port St. John, to Port Loma, or Acari, S. E. 6   |
| From Port Loma, or Acari, to the Head-land of Arequipa, S. E.   |
| From the Head-land of Arequipa, to that of Atico, S. E.   |
| 14  |
| From the Head-land of Atico, to Ocana, S. E. 8  |
| 그 요요요 그는 생님이 없는 수 있는 것이 하는 것이 없는 것이다. 그런 것이 없는 것이 없는 것이다. |
| From Ocana, to Camana, S. E. by E. From Camana, to Quilca, S. E.  |
| From Quilca, to the Island del Guano, S. 3  |
| From the Island del Guano, to Ilai, S.E. 4.   |
| From Ilai, to Chule, S. E.  |
| From Chule, to the Port of Ilo, S. E. by S. 12  |
| From the Point of Ilo, to the Head-land of Sama, S. E.  |
| 사람들은 사람들이 되었다. 그렇게 가입으로 하면서 그렇게 가면서 그를 가면 하고 하고 하고 하는 사람들이 되었다. 그는 사람들이 가입으로 가게 되었다면 하는데 그렇다 그 없었다.             |
| From the Head-land of Sama, to the River of Sama, S. E.   |
| From the River of Sama, to the Port of Quiaca, S. E. 1  |
| From the Port of Quiaca, to the River of Juan Diaz, S. E.   |
| From the River of Juan Diaz, to the Head-land of Ari-<br>ca, S. E.  |
| From the Head-land of Arica, to the Break of Vitor or   |
| Corpa, S.   |
| From the Break of Vitor, to that of Camarones, S. 7   |
| From the Break of Camarones, to that of Pisagua, S. 8   |
| From  |

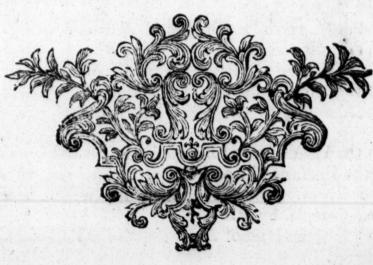
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| Leagues,   |
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| From the Break of Pisagua, to the Head-land of Tara-           |
| paca, S.   |
| From the Head-land of Tarapaca, to that of Pica, S. 5          |
| From the Head-land of Pica, to the River Lora, S. 12           |
| From the River Lora, to Atacama, S. S. W.                      |
| From Atacama, to the Bay of Mijillones, S. by W.               |
| From the Bay of Mijillones, or Muscles, to Morro Moreno, S. W. |
| From Morro Moreno, or, Brown Head-land, to Morro               |
| de Forge, S. by W.   |
| From Morro de Jorge, or, George's Head-land, to Baia           |
| de Nuestra Senora, S. S. W.                                    |
| From Baia de Nuestra Senora, to Port Betas, S.S.W. 6           |
| From Port Betas, to Juncal, or, Rushy Ground, S. S.            |
| W. 6   |
| From Juncal, to Port Cheveral, S. S. W.                        |
| From Cheveral, to the Head-land of Copiago, S. S. W. 12        |
| From the Head-land of Copiapo, to Baia Salada, S. W.           |
| by S.  |
| From Baia Salada, or, Salt Bay, to Totoral, S. W. by           |
| S. 10  |
| From Totoral, to the Port of Guasco, S. W. by S. 10            |
| From the Port of Guasco, to the Islands de Pajaros, or,        |
| of Birds, S. W. by S.  |
| From the Islands de Pajaros, to the Port of Coquimbo,          |
| S. S. E. 7   |
| From the Point of Coquimbo, to the Bay of Longoi, S.           |
| W.   |
| From the Bay of Longoi, to Limari, S. S. W.                    |
| From Limari to Choapa, S. S. W.                                |
| From Choapa, to Puerto del Governador, or, the Gover-          |
| nor's Port, S. S. W.   |
| From the Governor's Port to la Ligua, S. E.                    |
| From la Ligua, to Puerto del Papudo, S. E. 3                   |
| From Port Papudo, to the Flats of Quintero, S. E. 5            |
| From those Flats, to Port Quintero, S. E. 2                    |
| From Port Quintero, to the River of Chile, S. E. 3             |
| Even   |

| From the River of Chile, to the Port of Valparaifo, S.               |
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| E. 2   |
| From the Ports of Valparaiso, to the Point of Coraoma, W. S. W.      |
| From the Point of Coraoma, to the Head-land of Poto-<br>calma, S. W. |
| From the Head-land of Potocalma, to the River of Lora, S. by W.      |
| From the Liver of Lora, to the River of Maule, S. by                 |
| From the River of Maule, to Point Humos, S. S.W. 10                  |
| From Point Humos, to the River Itata, S. S.W. 7                      |
| From the River Itata, to la Herradura, or, the Horse-shooe, S. S. W. |
| From la Herradura, to the Island of the Conception, com-             |
| monly call'd la Quiriquina, S.                                       |
| From Point Talcaguano, opposite to the Island Quiri-                 |
| quina, to St. Mary's Island, S. W.                                   |
| From Point Talcaguano, to Port St. Vincent, S. 2                     |
| From Port St. Vincent, to the River Biobio, S.                       |
| From the River Biobio, to Lavapie, S. by W.                          |
| From St. Mary's Island, to the Island Mocha, S. S. W.                |
| E Ct M 70 1 to P 1-10 Ch   |
| From St. Mary's Island, to Puerto del Carnero, or, Sheeps            |
| Port, S. E.  |
| From Port Carnero, to the Island Mocha, S. W.                        |
| From Port Carnero, to Tucapel, S. by W.                              |
| From Tucapel, to the River Imperial, S. 10                           |
| From the River Imperial to Alquivite, S.                             |
| From Alquivite, to the Head-land of Bonifacio, S. by                 |
| From the Head-land of Bonifacio, being the North Side                |
| of the Entrance into the Port of Valdivia, to Morro                  |
| Gonzalo, or, Gonzalo's Head-land, which is at the                    |
| South Side, S. by E.   |
| From the Head-land of Bonifacio, to the Port del Corral,<br>S. by E. |
| From   |

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| Leagues,   |
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| From the Head-land of Gonzalo to the same Port del Coral, E.                   |
| From the Head-land of Gonzalo, to Point Galera, or, of the Galley, W. by S.    |
| From Point Galera, to Rio Bueno, or, Good River, S.                            |
| From Rio Bueno, to Puerto de san Pedro, or, St. Peter's Port, S.               |
| From St. Peter's River, to Point Quedar, S. S.W.                               |
| From Point Quedar, to Point Godoi, S. W.                                       |
| From Point Godoi, to the Bays of Lago, S.                                      |
| From the Bays of Lago, to the Port of Caralmapo, S. 3                          |
| From the Port of Caralmapo, to the nearest Land of the great Island Chiloe, S. |
| From the North, to the South Point of the Island Chilor,                       |
| From the South Point of Chiloe, to the Island Guafo, S.                        |
| From the Island Guafo, to Cape Tres Montes, or, Three Mountains, S. E.         |
| From Cape Tres Montes, to Cape Corzo, S. 63                                    |
| From Cape Corzo, to the Nook call'd Ancon fin Salida, S. E.                    |
| From Ancon, to the Cape, at the Mouth of Magellan's Streights, S.W.            |



CHAP.

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## CHAP. III.

The Sea-Coasts, &c. from the Port of Panama, on the Isthmus of America, to that of Acapulco, in the Kingdom of New Spain, and thence to California.



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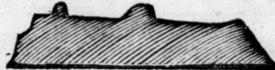
ROM Panama, to Port Perico, two Leagues, as has been faid above, and they bear from one another, N.E. and S. W. and in the Mid-way is a dangerous Shoal, which bears North and South with Paitilla.

From Port Perico, to Otoque, four Leagues, coasting along the Shore at a convenient Distance,

Otoquillo.

Otoque.





These two Islands of Otoque and Otoquillo, that is,

little Otoque, bearing S. W. thew thus.

When you are come up the Length of Otoque, steer away S. S. W. for Morro de Puercos, or, the Head-land of Swine, and the Point de Hignera, or of the Fig-tree; and when you are up with Otoque, you'll see the Head-land of Chame, where a spacious Bay runs in, being that of Nata. Venture not in, lest the Wind should blow up it, which may endanger your Ship, and no getting out. This Bay ends at the Island Iguanas, to the Leeward of which there is good Anchoring, and Shelter from the S. W. Wind, and to the Windward of it is also anchoring Ground at the Continent, in a Creek, the Shore whereof is all a white Sand, and here also is good Shelter against the S. W. Wind. From Otoque, to this Island Iguanas, is two Leagues.

## A Description of The Island Iguanas,



Bearing S. W. shews thus.

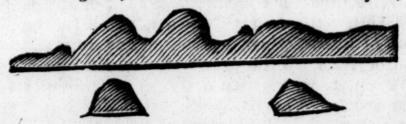
From the Island Iguanas, to Punta Mala, two Leagues S. W. To the Leeward of this Point, is anchoring Ground in a Cove the Continent makes, safe against the S. W. Wind, clean Bottom, and oufy. At this Point, the Land trending North and South with Nata terminates.

From Point Mala, to Point Higuera, seven Leagues, N. W. This Point in a Ridge, which runs tapering out to the Sea S. E. to the Leeward of it is anchoring Ground, and Shelter against the S. W. Wind. If you would get up to this anchoring Place, you must keep close under the S. W. Head-land, and may ride where you think fit; for it is all clean Bottom, and you'll find Wood and Water. Note, that two Leagues short of Point Higuera, there are two small Islands call'd los Frayles, or, the Fryers, little above half a League distant from each other. The nearest to the Continent, is about a League distant; the other more to the Seaward, is higher, round, and bare at the Top; and without this bare Rock, is a Sand under Water, on which the Sea usually breaks with a S. W. Wind.

all round the Point is flat, and you'll find If you want to take Shelter against the

League from the Continent, and League from the Shore, all Sand.

Point Higuera, and the Islands call'd the Fryers,



Bearing W. by N. shew thus.

From Point Higuera, to Morro de Puercos, or, the Head-land of Swine, two Leagues, W. by N. Between the faid Point and Head-land, is a Sand under Water, on which the Sea breaks with the S. W. Wind. It is about

be kept a-head. At the Entrance into this Place, there is very deep Water, and Ships ride Water a League from the Shore, all Sand. If you want to take Shelter against the S. W. Wind, fore a fandy Shore. The anchoring Place is near a Rock there to be feen, which Rock is to there is anchoring Ground to Leeward of Morro de Puercos. You'll there fee a Bay it forms, bewithin in 15 Fathom.

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Morro de Puercos, or, the Head-land of Swine,



othe Westward.



The same bearing W. by S. shews thus.



The fame bearing North, shews thus.

From Morro de Puercos, the Mountains of Guanico, go rifing to the Westward, 'till they ter-

If you would strike over from Morro de Puercos, to the Coast of Peru, at the Time when the Trade-Winds reign, you must steer from this Head-land, to Malpelo, S. S. E. and from Malpelo South, to the Coast of Pern. This Island of Malpelo is little and high, and when bearing East, shews many little Breaks; bearing S. W. Thews a Break in the Middle, not very deep; and from the North, to the N. E. it shews round. If it be the Season when the S. W. Winds reign, and you are forc'd to ply upon a Wind, make the most of the Trip to the Welt, rather than that to the S. E. because the Coast you are design'd for lies N. E. and S.W. and the more you gain towards the S. W. the more you'll be to the Windward of Malpelo. If the strong Currents should happen to carry you to the Island Gorgona, you may know it by two Breaks it makes, with a Peek in the Middle, being all high Land, the Windward Head-land larger than the other to Letward, and you'll fee no other Land about it.

The Island of Malpelo,



Bearing S. E. distant three Leagues, shews thus.



The same bearing S. W. distant four Leagues, shews thus.



The same bearing South, distant five Leagues, shew thus.

From

From Morro de Puercos, the Mountains of Guanico, go rifing to the Westward, 'till they terminate at Point Mariato. From Morro de Puercos, to this Point, is 12 Leagues; the Coast lying East and West, is steep and rocky. The Mountains are high, and full of Heads or Hillocks, and on the highest Part is a large round Hill, and a Break on the West Side. About these Mountains there are frequently fierce S. W. Winds, mighty Squals, and a high Sea.

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pelo

The Mountains of Guanico,



Bearing N. N. E. distant 12 Leagues, shews thus.

The Point Mariato is high, mountainous, and wooded, and has a little Rock to the Westward, & close by it, which is also full of Trees. The Coast is upright, deep, and rocky.

Point Mariato,



Bearing N. N. W. distant eight Leagues, shews thus, with the low Island without the Rock.

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If you are bound from Morro de Puercos, for Nicaragua, your Course is W. by S. for the Island Quicara, di-Stant 18 Leagues. From Quicara, to Montuofa, fix Leagues. N. W. From Montuosa, to Point Burica, your Course is N.W. by W. 14 Leagues. Observe that in this Way, four Leagues from Montuofa, there are two small Islands call'd los Frayles, or the Fryers: Four Leagues from Montuofa, give the Island to the Landward a Berth. for it has a Shoal running a League from it to the Eastward. From Point Burica, to Cabo Blanco, or, White Cape, the Course is N. W. and in the Mid-way, that is, 16 Leagues from Point Burica, is the Island del Cano, where you may wood and water on the North Side. These Directions from Morro de Puercos, to Cape Blanco, are to Seaward, from Point to Point, and from Island to Island; in case you will not put into the Bays, in the following Directions you may fee the Land-marks, Depths, and Entrance into Harbours.

If you would coast it along from Point Mariato, where the Mountains of Guanico terminate, to Nicaragua, or New Spain, from Point Mariato, to the Island of Sebaco, is three Leagues, and the Island is about five Leagues in Length, lying North and South, all wooded, and the new Point of it is about a League and a half from the Continent, with a good Channel between them, through which they pass who are bound for Philipinas, if they think fit. At the North Point of the Island, is a Shoal; on the West Side of it, is the Island Governadora; close by, and on the West Side of the Governadora, is another Channel leading into the fame Bay of Philipinas. When you fail into this Bay, you are to found all the Way, because there are Banks of Sand, and you may be left aground upon the Ebb, therefore come not into less than six Fathom Water. If you would go up to Philipinas, which is a Spanish Town, you must anchor to the Leeward of that they call Isla de Leones, or, Lions Island, that is on the North Side of it. The Channel is close under the Continent; ra-

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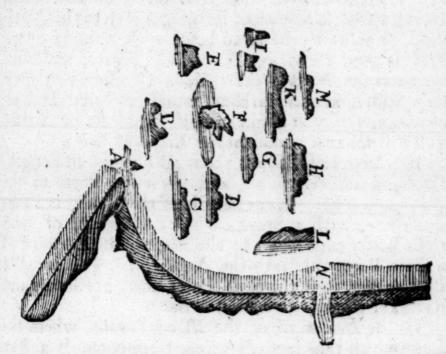
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tinent; take Heed of coming near the Island, because there are Shoals, and you must anchor at the End of it, a little to the Westward. To go up to the River of Philipinas, which is two Leagues, you must steer North to the Mouth of it, and at the opening is a little high Wood of Mangroves. From the Mouth of the River, to the Town, is three Leagues. There are many more Islands in this Bay, and several Channels; but the best to go out, is that to the S. E. of the Island Governadura. There is nothing to fear, but what may be seen. There is anchoring on the Outside of it, any where in 15 or 20 Fathom Water.



A. Point Mariato. B. The Island Quicara. C. Baco Island. D. Governadora Island. E. Montuosa Island. F. Coiba Island. G. H. Islands without Names. I. Ladrones Islands. K. has no Name. L. Anchoring Ground. M. has no Name. N. Philipinas River.

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To the Eastward of Sebaco Island, the Continent lies as far as the Island Canales East and West, and is low Land 'till within four Leagues of the said Island Canales, where a little Mountain of copling Land rises next the Coast, very woody. If from the Island Sebaco, you would sail for that of Quicara, your Course

is S. W. 15 Leagues.

If from the Island Quicara, you would sail for Preblo Nuevo, or, new Town, your Course will be West for the Island of Canales, which is the same above said to be at the End of the Coast which runs from Philipinas Westward. To the Southward of the Island Canales, is the Island Corba; and near Corba another small Island, call'd la Rancheria, forming a Bay to the Northward, opposite to the Head-land, with a sandy Shore. Here is good anchoring, Wood, and Water, and Shelter from the North Wind. Upon Occasion you may take Shelter in this Harbour, which is call'd la Rancheria, and if you stand in need of Masts or Yards, you will find very good on the Island of Coiba.

This Island of Coiba is about 18 Leagues in Length, the Land not very high, and has good Ports to the North and West. In the Middle of the Island, is a sandy Shore, with a Break, whence a Stream of good fresh Water runs down to the Sea, to the Leeward of a sharp Point that is to the Northward. This is call'd Port de Mas. At the S. E. Point there are Shoals and

Ridges of Rocks, give them a Berth.

To the Northward of the Island Canales, where the Land which runs from Philipinas terminates, is a Bay call'd Baia Honda, or, deep Bay, a very good Harbour, land-lock'd against all Winds, with 15 Fathom Water.

If from the Island Canales, or Baia Honda, you would go to Pueblo Nuevo, take Notice that two Leagues to the Northward of the said Island is the said Bay of Baia Honda; and thence the Coast runs on to Chiriqui, and in the mid Way is the Town of Pueblo Nuevo, or,

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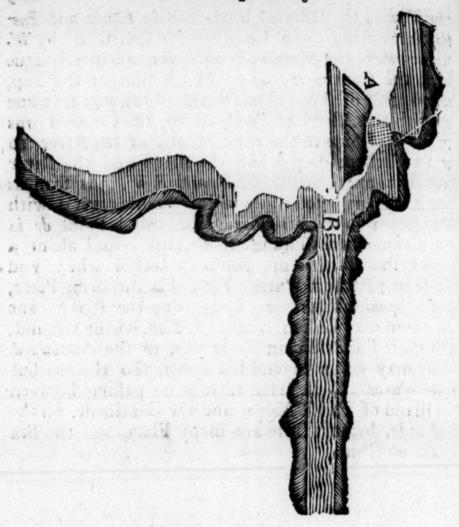
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new Town, the Distance between Baia Honda and Pueblo Nuevo being feven Leagues, the Course N. by W. Right before the Mouth of this River, about a League from the Continent, is an Island, flat at the Top, round, full of Trees, and small. When you are come up with this Island of Pueblo Nuevo, the Channel runs on the East Side to the very Mouth of the River to or 12 Fathom deep; and the Island and the River bear from one another N. E. and S. W. As foon as you come in, you'll fee a low Point cover'd with Mangroves on the Starboard Side, call'd Point de la Rancheria, where Ships use to be built; and about a Musket-shot farther up, you may anchor where you please in 5 Fathom Water. From this anchoring Place. to the Spanish Town, is 3 Leagues up the River; but the Town may be feen from the faid anchoring Ground. because it stands on an Eminence, to the Northward. Ships may go up beyond the Town, tho' there is but little Water. Note, That there is no passing between the Island of Pueblo Nuevo, and the Continent, on the West Side, because there are many Flats, and the Sea breaks on them.

A. The



A. The Island of Pueblo Nuevo, or, new Town. B. The River of Pueblo Nuevo.

As you come out from Pueblo Nuevo, towards the S. W. about four Leagues, there are three or four Islands, call'd Islas de Contreras, or, the Islands of Contreras; and to the Westward there are four other Islands, called Islas Secas, that is, dry Islands, not but that they have abundance of Trees, particularly Coco Trees; and they all afford Water.

From Islas Secas, or, the dry Islands, to Chiriqui, four Leagues, and here ends the Coast and Bay, which lies with the Island Canales East and West. At the

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Mouth of this River Chiriqui, are eight or ten Islands, great and small, among them some Shoals the Sea breaks on at low Water. If you are to put into Quiriqui, which is a Spanish Town, you'll see an Island close to the Mouth of the River, about a League in Compass, and you may go up on either Side of it, for there is Depth enough, and all the Islands of Chiriqui afford Water and Coco Nuts.



A. The Islands of Chiriqui. B. The River of Chiriqui.

Limones, or Lemons. When you come out from Port Limones, give Point Burica a Berth; for there are many Flats, running a League out to Sea; and two Leagues to the Westward of this Point Burica, you'll see the Point of a little white Wood of Mangroves. There is a Port, where the Sailors gather Coco Nuts, when the Trade-Winds blow, which are very frequent; of for then the Wind blows upon the Land; but when the opposite Winds reign, they cannot a come to gather them, because there is a great Surf.

Port Limones. Point Burica. At the Mands of Chiriqui, begins another Bay, extending to Point Burica, lying N. W. and S. E. the Bay running up to the Northward. From the Illands of Chiriqui, to Point Burica, consisting the North Side of this Point Burica, within the Bay, is a Port, where Ships may anchor and water. Departing this anchoring Ground, towards the N. W. for Point Burica, you'll fee fome Ridges of Rocks; and near the first Ridge to the Northward, is Port



When they bear N. W. shew thus.

Bow W Chobis L fib to fi a

From Point Burica, to Golfo Dulce, or, fresh Water Bay, four Leagues, the Coast lies N. W. and S. E. and within the Bay is a Head-land; on the N. W. Side whereof are two little Rocks, near the Continent. When half a League within this Bay, you may anchor, if there be Occasion; for it is a very good Harbour, has fresh Water, and there is nothing to fear, but what is in Sight. All the Coast above-mention'd is high, and very mountainous.

From Golfo Dulce, to the Island del Cano, seven Leagues, lying N. W. and S. E. The Island is a League from a very sharp Point on the Continent; and they bear from one another North and South, forming between them a Bay, in which is another Island, about two Leagues in Compass, inhabited by Indians; and from the Island del Cano, to this inhabited Island, is

about four Leagues.

From the Island in the Bay, to the River de la Efirella, or, of the Star, five Leagues N. W. and S. E.

From the Island del Cano, to la Herradura, or, the Horse-shoe, 16 Leagues; and this is that they call Co-fia Rica, inhabited by the Indians, call'd Buracos, and the Coles, who are all peaceable, and supply the Spa-

niards who travel by Land.

From the River de la Estrella, to this same Herradura, 11 Leagues, being a Bay, in which the Sea runs high, the Mouth of it lying W. S. W. and on the West Side of it is an Island at the Point; the Mouth of the River is about half a League wide.

The Island at the Mouth of Rio de la Efrella,



pens. In this same Position you'll see towards the N. W. Point Herradura, which is hilly; and if the Weather be clear, you may see the Mountains of Costa Rica, being the highest of all that Coast.

From la Herradura, to the Island of Chira, 17 Leagues N. N. W. and S. S. E. and about so the standard of Carrell of Carre Shews thus, when bearing N. N. W. and as you leave it to the S. E. the Perk at (o) o.

The Land along the Coast is low, with many Creeks, and abundance of Mangroves, as far & as the River of Cipans, which is two Leagues beyond Chira, whither the Ships go to take in the Lading that is brought from Nicoya. This Island of Chira is inhabited by Indians, and affords Water and Provisions. Close by it, is another low round Island; and on the N. E. Side of it is a Bank the Sea washes over. Note, that to go into Chira, you must keep close to the mid Way is a Spanish Town, call'd Landecho, where there are Herds and Flocks of Cattel. the Island, leaving all the other Islands on your Lar-board Side, except the little one where the Shoal is. The Channel lies between the great and the little Islands leading up to the Town,

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which you'll fee by the Sea Side, and there you may

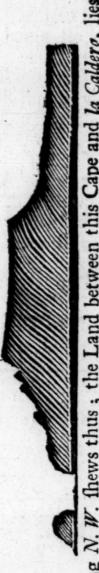
water, and be supply'd with other Necessaries.

From the Island of Chira, to that of St. Luke, eight Leagues. They bear from one another N. N. E. and S. S. W. and in the mid Way there are three Islands, call'd Islas de en Medio, or, the middle Islands. From Chira, to these middle Islands, it is all Shoal, and there is not above fix or feven Fathom Water. Ships failing this Way, must always keep closer to the Islands, than to the Continent, which is low Land, full of Mangroves. Not far from these middle Islands, and nearest to the outwardmost of them, is another, called the Island of Guayawas. At the Island of St. Luke, is a Port, where they lade Mules and other Things for Panama. The Harbour is in the lowest Part of the Land, half a League from St. Luke's Island, and is call'd Faro, where you may water, as also in all the Islands, lying in a Triangle. Towards Cabo Blanco there are many fmall Islands close to the Continent.

From la Herradura, above-mention'd, to Cabo Blanco, or, white Cape, 30 Leagues, lying East and West. Cape Blanco and the Island del Cano bear from one another N. W. by W. and S. E. by E. the same Cape and the Island of St. Luke N. E. by N. and S. W. by S. distant nine Leages. Cape Blanco is high Land next the Sea, sloping away, and then makes as it were a Table up to the Mountain; and from the Offing, looks like an Island. Close by this Cape is a little Island, on the highest Part whereof is a black Spot of Trees,

and it is in 10 Degrees of North Latitude.

Cape Blanco,



When bearing N. W. shews thus; the Land between this Cape and la Caldero, lies North and South; and Point Guiones and it bear from one another N. W. and S. E.



The fame bearing N. N. W. looks like an Island, thus.



The fame, when the Head at the Crofs bears N. E. diffant three or four Leagues, flews thus, and the Land runs away full of Hillocks, to the N. W. as far as Point Guiones. From

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From Cape Blanco, to Point Guiones, 10 Leagues; and in the Mid-way there are two Shoals, running a League out to Sea, being equally distant from the Cape and Point, take heed of them. Point Guiones, howfoever it bears from you, shews like a steel Cap, and close by it is a little Island, all about the which there are Shoals; therefore give them a Berth. Between Cape Blanco and Point Guiones, there are some white Rocks in the Bay.

From Point Guiones, to Morro Hermoso, or, Beautiful Head-land, eight Leagues, they bear from one another N. N. W. and S. S. E. a clear Coast; this Head-land is high and upright; when near, you'll see the Sea beat on it.

Morro Hermoso, or, Beautiful Head-land,



Bearing N. N. W. shews thus

and the Land runs away full of Hillocks,

From Morro Hermoso, to Port Velas, seven Leaguess the Goast lies N. W. by N. and S. E. by S. Port Velas lies up in the lowest Part of the Land, and has fresh Water. Three Leagues before you come to the Harbour, you'll see a little Island, with three or four Rocks by it; and farther on, towards the Port, there are three or sour other Rocks, which at a Distance look like Ships under Sail; and therefore the Port is call'd de Velas, that is, of Sails; and near the Port, is a Ridge of Rocks a League out at Sea, lying along the Coast, about a League in Length.

From Port Velas, to Point St. Catherine, eight Leagues, the Coast lying W. N. W. and E. S. E. From Point Guiones, to this Point of St. Catherine, is 22 Leagues N. W. and S. E. in a direct Course. Two Leagues out at Sea, from Point St. Catherine, is a high Rock, and to the Landward of these, there are two little Islands; Vol. II.

and again, within the Point in the Bay towards the S. E. there are two more small Islands, the Distance between the former and the latter about a League.

At Point St. Catherine, begins the Bay call'd del Papagayo, or, of the Parrot, stretching towards the N. W. about 16 Leagues; and in the mid'st of it appears a burning Mountain, which is near Granada, and call'd of Bonbacho, cleft from the Top down to the Bottom in the Nature of a broken Saw; and to the N. W. of it, is Port St. John, five Leagues distant. The Mark to know this Port by, is a Table, about two Leagues in Length, on a Hill that is not very high, and this is

call'd St. Fobn's Table.

From Point St. Catherine, to St. John's Port 15 Leagues, N. W. and S. E. Take heed how you fail by this Bay del Papagayo, especially between November and April, for then the North Winds prevail, and make a high Sea, therefore be sure to keep close under the Land. In the middle Part of this Bay, is a fresh Water-River; but there is always a high Sea, and in the Mouth of Port St. John, is good Shelter against the N. W. Wind; but the S. E. blows right it, and makes a great Sea, and then there is no going ashore, because the Coast is high.

The burning Mountain of Bonbacho,



Bearing N.W. shews thus.



The fame bearing W. shews thus.

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From Port St. John, to Realejo, 15 Leagues, N. W. and S. E. and at this Port St. John begin the burning Mountains towards the N. W. as far as Teguantepeque, being above 200 Leagues along the Coast.

Seven Leagues N. W. from St. John's River, is a River of fresh Water call'd of Tosta, running down into the Sea, small, and without Mangroves, next the Sea-Coast, and four or five Leagues up the Inland, you'll see a burning Mountain call'd of Leon, casting out much Smoke, which is seen at Sea.

The burning Mountain of Leon,



On one Side shews thus.

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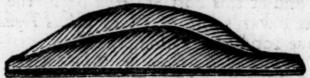
In another Polition, thus.



In a third, thus.

From the River of Tosta, to Realejo, eight Leagues, the Coast lying N. W. and S. E. and at this River of Tosta begins a Ridge of Land, which next the Sea stretches out three Leagues in Length, plain and level.

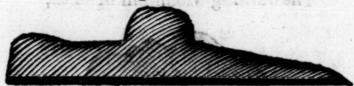
A Defcription of The Ridge of Toffa.



This Land, as you come from the Seaward, shews thus.

The burning Mountain of Telica, and this Ridge of Toffa, bear N. E. and S. W. from one another, and the Mountain is fix Leagues short of it.

The burning Mountain of Telica,



When bearing N. N. E. and E. shews thus, over the

Ridge of Toffa.

From the End of the Ridge of Tosta, to Realejo, is four Leagues, N. W. and S. E. the Shore low and sandy, full of Mangroves, but deep Water; yet in some Places, as far as Teguantepeque, there is anchoring from 15 to 20 Fathom, two Leagues out at Sea, for the most part a sandy Ground. Between the burning Mountain of Telica, and that call'd del Viejo, or, the old Man's, is a Piece of hilly Land, not very high.

The Land between Telica and Volcan del Viejo, shews thus.



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fletches out three Lagues in Length, plain and litel.

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Between Telica and Volcan del Viejo, are two



Other burning Mountains, which thew thus.

From the burning Mountain of Telica, to Volcan del Viejo, or, the old Man's burning Mountain, lix Leagues. This last lies seven Leagues up the Country, bearing with the Bar of Realejo N. E. and S. W.

Volcan del Viejo,



Bearing East, shews thus.

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The fame bearing West, shews thus.

There is a great Trade at the Port of Realejo, from all Parts along the South Sea. If you are to put into it, and stand in from the Seaward, you must come up very close with the Land, to discover the Harbour, which cannot be seen at a Distance, because the Coast is very low Land, and full of Trees; so that unless you come so near as to discern the sandy Strand, which stretches sive or six Leagues in Length, there is no seeing of the Port. To know when you are up the Length with this Harbour of Realejo, as you stand in from the Seaward, you must bring the burning Mountain above-mention'd, call'd Volcan del Viejo, to bear

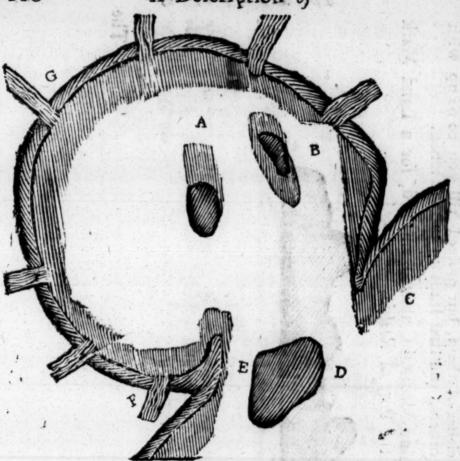
N. E. then Stand in for the Harbour, and you'll foon fee the little low Island, which is little above half a League in Compass, being flat at the Top, and cannot be feen 'till within a League. This Island shel. ters the Harbour, and makes two Mouths or Channels into it; that on the S. E. larger than that to the N. W. but you must go up the smallest on the N. W. Side; for no Ships pass through the other to the S. E. because there is little Water, and many Rocks; whereas in that to the N. W. there is four or five Fathom Water at low Ebb. When you go in, keep your Starboard Side close up to the very Rocks about the little Island, where the Channel lies, which is narrow, not above half a Cable's Length over. Note, That if the S. W. Wind should happen to blow hard as you are going over the Bar of Realejo, you need not come to an Anchor; for provided there be Day-light enough, and the Wind stiff, you may make your Way at Pleasure, tho' it be Ebb and Spring Tide, there being Water enough. As foon as in, with your Side, as has been faid, close up with the Rocks, and that you are come the Length of a Parcel of Spots overgrown with Thiftles, which are on the Island; if you are not throughly acquainted with the Harbour, you must come to an Anchor, that at low Water you may fee the Flats, which are then bare, and by them you will know the Channel. From the aforefaid Spots of Thistles, strike over to the fandy Point, which lies towards the Larboard Side on the Continent, for that Way the Channel runs. Keep along fo, founding all the Way, in fix or feven Fathom Water, 'till you come up to the fandy Point, then run along the Shore next the Point, and drop your Anchor about the mid Way over, for that is the Place to ride. The Town of Realejo is three Leagues up the River. When you go up in your Boat, keep up towards the N. W. that is; to the Left Hand, or Larboard Side, 'till you come to a Creek, then hold on the fame Way, 'till you come to

A. The

Volcan del Viejo, or, the old Man's burning Mountain, above-mention'd, for a Land Mark to find the Port of Realeyo, to another Creek farther on; go not up either of them, but proceed 'till you come up with a third, which looks narrower than the others, and that leads up to the Houfes.

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When bearing N. E. shews thus.



One League beyond the Island de los Aferradores,

thence the Shoals run out a League to Sea.

A. The Port of Realejo. B. The Island del Castano. C. S. W. Point. D. Realejo Island. E. The Channel into the Port. F. Aserradores, or, Sawyers Creek. G. Realejo Creek.

From the Bar of Realejo, to Confibina, 12 Leagues, the Coast lying W. N. W. and E. S. E. When you depart Realejo, shape your Course S. W. 'till past the Island de los Aserradores, or, of Sawyers, which is four Leagues from the Bar of Realejo, small and plain, and must be left to the N. E. Close to it, on the S. E. Side, are two Rocks; and near them is the Mouth of a Creek, call'd de los Aserradores, or, of the Sawyers, up which Boats can pass at high Water; from thence

thence the Shoals run out a League to Sea. One League beyond the Island de los Aferradores, towards the N. W. and two Leagues up the Inland, is a round Hill, the Top as it were cut off, and call'd Mesa de Roldan, that is, Orlando's Table.

Mefa de Roldan,



Bearing N. W. flews thus.

From Mesa de Roldan, or Orlando's Table, to la Constitua, seven Leagues, the Coast low of and wooded; and about a League up the Country, is a Hill, which bears the Name of la se Constitua. It was formerly a burning Mountain, and burst open, since when the upper Point of has remain'd hanging, as is here reprefented.

## A Description of

The burning Mountain of Confibina,

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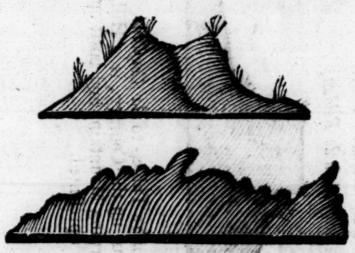
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Bearing N. W. shews thus.

Two other Views of this Mountain are laid down in the Spanish Manuscript, without mentioning how they bear, but represented as underneath.



Consibina and Volcan del Viejo, or, the old Man's burning Mountain, bear from one another East and West. At that of Consibina there are Docks for building of Ships, and they go thence by Land to Realejo.

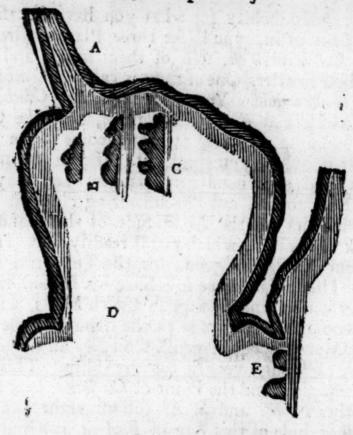
From the Point and Extremity of Considina, to Port Martin Lopes, otherwise call'd el Condadillo, or, the little Earldom, eight Leagues; and between them is form'd the Bay of Fonseca, running into the Continent; and there is the Ferry they cross who go by Land from Amapala, to Bolcan del Viejo. This Bay is no Leagues over, from Mapala to el Viejo; and some Ships put into it, to load with Tar, or to careen; and there is every where 10 or 12 Fathom Water.

You may go in boldly for what you have Occasion; and as foon as in, you'll fee three Islands, stretching out East and West, two of them large, and the Middlemost smaller. One of them is call'd la Conchagua, another la Miangola. You must make for Conchagna, which lies farthest West of the three, near the Continent, founding all the Way, and come to an Anchor near it, where you think fit. If you are unacquainted, and apprehend any Danger, you may go in your Boat to find out the anchoring Place at Mapala, which lies on the N. W. Side of the Island, in the Nook of the Bay, which you'll readily find. Take Heed your Cables be good, for the Tides run very strong. These Islands are inhabited by Indians, where you may water, and be furnish'd with Malts, and all other Necessaries. Opposite to the Islands, is the River, the Mouth whereof you'll foon fee, and on it abundance of Mangroves, fit for any Ship. This River of Conchagua, and the Point of Consibina, bear from one another N. W. and S. E. distant eight Leagues. On the West Side of this Bay of Fonseca, is a high and tharp Hill, call'd the Hill of Mapala; and at the Foot of this Hill of Amapala, is the Port of Martin Lopes, otherwise call'd el Condadillo, or, the little Earldom. in large three Degrees Latitude North.

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A. Conchagua River. B. Conchagua Island. C. Miangola Island. D. The Bay of Fonseca. E. The Rock.

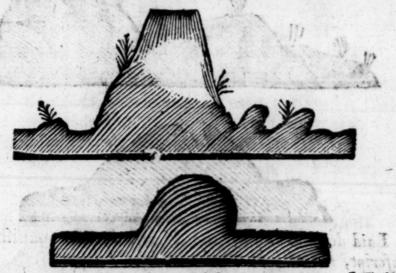
From Port Martin Lopes, to the River of St. Michael, 18 Leagues, the Coast lying East and West, high Land next the Sea, and without any Mangroves all the Way to the River, in which there is three Fathom Water at the Flood, so that small Ships may go up it. N. E. and S. W. with it is a great burning Mountain, call'd of St. Michael, lying up the Inland five or six Leagues, in an open Plain, which has no other Eminence about it. This Mountain casts out Smoak, which may be seen out at Sea.

The burning Mountain of St. Michael,



Bearing N. N. E. at a great Distance, shews thus.

This same burning Mountain is represented in two other Views by the Spanish Manuscript, without mentioning how it then bears; but they are the two next below.



From the River of St. Michael, to that of Guibaltique, three Leagues West, low Land, full of Mangroves next the Sea, with several Creeks. Many Shoals run out about a League to Sea from this River of Guibaltique, and the Extremity of it bears with that of St. Michael N. E. and S. W. and with Considera N. by W. and S. by E. distant 18 Leagues, all the Coast low and shoal, and the Sand Banks lie East and West along the Coast, two Leagues out at Sea. You may anchor in 15 or 20 Fathom Water, and will see the Country up the Inland is mountainous, and full of Hillocks.

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From the River of Guibaltique, to that of Linga, is all a fandy Shore, with a high Sea continually on the Coast, the Land low, and the Water shoal; so that you may anchor, as has been said, in 20 Fathom.

From the River of Linpa, to Sacatecolula, four Leagues. This is an Indian Town, and some Spaniards among them, and the Country about produces abundance of Cacao. Near the Town, is a great burning Mountain of the same Name with it, and it is six Leagues from the River Linpa.

The burning Mountain of Sacatecolula.





Laid down as in these two Figures by the Spanish Ma-

Two Leagues up the Inland, and bearing with this burning Mountain N. E. and S. W. is a Hill, like a Sugar-loaf; and at this Hill begins the Coast of Tonela, or, of San Salvador, that is St. Saviour, high Land next the Sea, and the burning Mountain of St. Saviour is ten Leagues from that of Sacatecolula, appearing over the Coast of Tonela, which is an indifferent even Ridge of Land.

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The South Sea Coafts.

The high Land between the burning Mountain of St. Michael, above-mention'd,



And that of Sacatecolula, appears thus.

The burning Mountain of San Salvador,



Appears thus over the Ridge of Tonela.

Four Leagues to the Westward of the burning Mountain of San Salvador, is a Hill, near the Coast, call'd Bernal; and this and the said burning Mountain bear from one another E, N. E. and W. S. W.

Bernal.

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Bernalillo, or, little Bernal.



Bearing E. N. E. they shew thus.

At this Hill of Bernal, commences the Coast call'd de las Italias, and terminates the high Land of Tonela; and from hence runs the low Land and Coast as far as Point Remedios, being ten Leagues, and is call'd the Coast del Balfamo, or, of Balfam, being a low Ridge, level at the Top, stretching along the Sea Coast, and terminating before it comes to Point Remedios. Opposite to the End of the Ridge, bearing North and South with

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with it, is an upright Hill, three or four Leagues up the Inland, flat at the Top, call'd the Hill of Italias; and it is seven Leagues from the burning Mountain of San Salvador, towards the N. W.

From the Hill of Italias, to the burning Mountain of Sonfonate, is three Leagues; and this burning Mountain bears with Point Remedios, where is the Port of

Sonfonate, North and South.

Point Remedios is low next the Sea, and has a Rock standing up by it, about which there are many Sands running out above half a League into the Sea, under Water. If you would go up to anchor in the Port of Sonfonate, be fure to give them a sufficient Berth. Point Remedios gives Shelter against the S. E. Wind. Note, That all this Bay, which makes the Port of Son-Sonate, is Shoal; and therefore you must found as you come in, 'till the burning Mountain bears N. by E. giving a Berth to the Point and Sands, 'till you come into twelve Fathom; and when you are in this Depth, and right before the Store-houses, you are in the anchoring Ground. You'll see the Store-houses upon a Crag, and then you'll be half a League from the Land; go no nearer the Shore than II Fathom, for there are Mice that gnaw the Cables. If you would ride fafe, keep the burning Mountain N. by E. and the Mouth of the River N. E. Be fure to look to your Cables, because of the Mice; and take Heed how you go ashore, for there is generally a great Surf, and you must land near a Parcel of Stones, which are before a Cross in the Nook. From the Port, to the Town of the Trinity, is three Leagues. If you would put into this Port of Sonsonate, you must, when out at Sea, make the burning Mountain that has the Top broken off, and looks whitish, by Reason of the great Quantity of Ashes about it. Farther on towards the N. W. is another little burning Mountain, call'd de la Paneca, distant about three Leagues from that of Sonsonate.

The South Sea Coasts.

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Near this last, there are three or four little Sugar-loaf Hills.

The burning Mountain of Sonfonate,



Bearing from N.W. to N. E. shews thus.



The same bearing S. E. shews thus.

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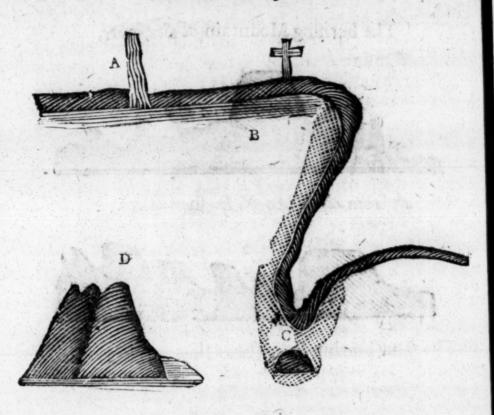
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## A Description of The Port of Sonsonate.



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A. Sonfonate River. B. The Anchoring Ground. C. Point Remedios. D. Paneca Rocks.

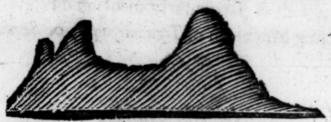
To ride fafe in this Harbour, you must keep the Ridge of Paneca, N. by E. and S. by W. in seven Fathom Water, and the Mouth of the River North and South, distant a quarter of a League.

Between the Port of Sonfonate, which others call the Strand of Catulta, and the Strand of Estapa, the Coast lies W. by N. and E. by S. the Distance 26 Leagues. This is the Port of Guatimala, all the Coast low Land, sandy, and full of Mangroves next the Sea, and there is clean anchoring Ground all the Way.

From Catulta, or Sonfonate, to the River Moticalco, feven Leagues. This River is much infested with the North Wind, and opposite to it there are some small high

high Hills, by which it is known; and at the Mouth there are no Mangroves, as there are all along the Coast, except only at this Place.

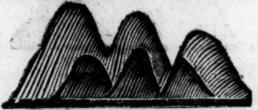
The burning Mountain of Moticalco,



Bearing S. E. shews thus.

Four Leagues to the Westward of Moticalco, is another great River, which has two Fathom Water upon the Bar. From this River, to the Bar of Estapa, is 15 Leagues. This River of Estapa, and the burning Mountains of Guatimala, bear from one another N. E. and S. W. Note, that the Land-marks to know this River of Estapa by, are the tallest Mangroves of the whole Coast growing about it, and in the mid'st of these mighty Trees, is the Bar or Entrance into it.

The burning Mountains of Guatimala,

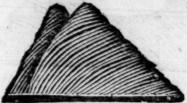


Bearing from East to North, shew thus.



The fame in another Position, is represented thus in the Spanish Manuscript; but the Manner of bearing not set down. The Bar of Estapa and Teguantepeque, bear from one another N. W. and S. E. low Land, and full of Mangroves next the Sea, but high, and with many burning Mountains up the Country; and from the Bar of Estapa, to Teguantepeque, which others call Sequetepeque, is 65 Leagues, as particularly mention'd below.

The burning Mountain of Teguantepeque, or Sequetepeque,



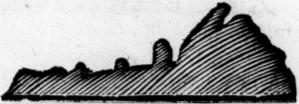
Bearing N. W. shews thus.

About 12 Leagues from Estapa, towards the N. W. is another burning Mountain, and much high Land, and in the highest Part of all, is this burning Mountain, call'd of Sapotitlan.

The burning Mountain of Sapotitlan,



Bearing N. W. fliews thus.



The same in another Position represented, but not nam'd in the Spanish Manuscript.

From Sapotitlan, to Milpas, being two other burning Mountains, twelve Leagues.



Bearing N. W. shew thus.

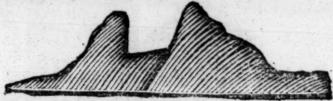
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The fame in another Position.

From these burning Mountains of Milpas, to that of Soconusco, 12 Leagues. This is a low burning Mountain, lying near the Sea-Coast, which is also low there.

The burning Mountain of Soconufco,



Bearing N. W. shews thus.

From the burning Mountain of Soconusco, to the Encomienda, or Cross, seven Leagues. This Hill of the Cross is low, distant from the Sea about half a League, and on it is a Cross form'd by the Greens growing on the Flat, which is to be seen the Year about, and therefore it is call'd la Encomienda, or, the Cross. There is good anchoring all along this Coast; and at this Hill of the Cross Ships take Shelter, when the North Wind is boisterous, or else at Teguantepeque, if they cannot reach to Bernal, or Port Mosquitos.

The Crofs above-mention'd,



From the Seaward, shews thus.

From La Encomienda, or, the Hill of the Cross, to Bernal, which is the Entrance into the Bay of Teguantepeque, sive Leagues. The Mountain running out from the Inland, towards Bernal and the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown and the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen, this Brown from the Sea, 'till within half a League of it, as you come coasting from Socomifen from the Sea, 'till within half a League of it, as you come coasting from the Sea, 'till within half a League of it, as you come coasting from the Sea, 'till within half a League of it, as you come coasting from the Sea, 'till within half a League of it, as you come coasting from the Sea, 'till within half a League of it, as you come coasting from the Sea, 'till within half a League of it.

Bernal, at the Mouth of the Bay of Teguantepeque,



When bearing N. E. shews thus; but that upper Part they call Bragueta and Bernal, does mot appear, unless you are near the Land.

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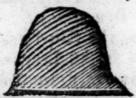
The fame bearing South, shews thus.

This Hill of Bernal, and the River of Samitlan, bear from one another East and West, distant 41 Leagues, as follows.

From Bernal, to Port Mosquitos, nine Leagues, low Land, wooded with Mangroves, and subject to be flooded. In this Port Mosquitos Ships anchor when the North Winds rage; and from it runs a River, which puts out many Banks of Sand towards the N. W. and there is a great Surf on them, tho' the Sea runs not very high. All this Country about being liable to Inundations, three Leagues up the Inland, there are some higher Grounds, which look like Islands.

From Port Mosquitos, to the Bar and Port of Teguantepeque, eight Leagues; and near the Bar there is a Parcel of lofty Hillocks, being Islands in the River, by which it is known where the Bar lies. To the N. W. from this River, is a round Hill or Head-land, call'd Morro del Carbon, or, Coal Head-land.

Morro del Carbon,



Bearing N. W. shews thus.

From the Bar of Teguantepeque, to la Ventosa, four Leagues. This is call'd la Ventosa, that is, the Windy Place, because the North Wind is there very boisterous. Here Ships take in the Cannon, and other Stores, which are brought along the River of Guasacalco, from the North Sea, there being but nine Leagues of Land.

Carriage, to the Ships of Philipinas. The Ships that are to cross this Bay of Teguantepeque, usually come to an Anchor, as has been said, at Bernal, Port Mosquitos, or any other about the Bay. When you are to cross this Bay of Teguantepeque, be sure to keep as close under the Land as you can; for the farther you are out at Sea, the worse it is; and contend not with the North Wind, for Ships are frequently lost by so doing, or at least oblig'd to throw over Part of their Lading. When you are half way over the Bay towards the N. W. the Wind comes larger, and you may steer due West. You are to be two Leagues from the Land of Bernal, when you cross this Bay, and always keep up towards the Land of the Bay.

Morro del Carbon,



In some Part of your Passage, will shew thus.

From the Bar of Teguantepeque, to las Salinas, or, the Salt-Pits, fix Leagues, the Coast lying E. S. E. and W. N. W. At these Salt-Pits the low Land terminates, and before them are two high Rocks, to the Landward of which is a Harbour for Ships. Hence they carry Salt to Teguantepeque.

From Salinas, or, the Salt-Pits, to Puerto de los Angeles, or, Port Angels, 38 Leagues, the Coast lying W. by N. and E. by S. From Salinas to Guatulco, 25

Leagues, all clean anchoring Ground.

From Salinas, to the Head-land of Macatan, two Leagues. At this Head-land a fresh Water River falls into the Sea. The Head-land it self next the Sea, is black, very rocky, but the Top of it is white, having a Spot of Sand; and there are no other Spots of white Sand all along the Coast, except two or three at Salinas, or, the Salt-Pits; and on the Top of all the

the Headland is a Peek, like a little burning Mountain, which appears out at Sea, and near the Head-

land is a dangerous Bank of Sand.

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From the Head-land of Macatan, to that of Banba, four Leagues; and close by it is a dangerous Shoal, a League out at Sea; and they bear from one another North and South. It is all high Land and Rocks, and next the Sea fandy Strands at certain Distances.

From the Head-land of Banba, to the Island of Itata, three Leagues. This Island of Itata is close up by the Land, within a quarter of a League; and in that Space is good anchoring, shelter'd from all Winds. The Island is small and white, and is cleft in the Middle. Half a League from the Head-land, is a fresh Water River, and an Indian Town. The Coast is bold, and when the North Wind blows, you may land.

From the Island of Itata, to Point Artea, seven Leagues, most of it sandy Strands; and between the Island and the Point, is the Town of Gama, a League up the Inland. Short of Point Artea, is a Farm of black Cattel, where is also Water, and other Necessaries, if you have Occasion. You may safely land at this Point of Artea, unless the S. E. Wind blow, for that makes a great Surf. This Point is low, and at a Distance looks like a little Island. It affords Shelter against the N. W. West, and S. W. Winds. All this Coast lies W. by S.

From Point Artea, to the River of Samitlan, four Leagues, where is an Indian Town, fresh Water, and what else you may stand in need of. Going along the Shore, where the Strand ends, is the River, where you

may water, for there is no great Sea.

From the River of Samitlan, to the River of Copalita, two Leagues. This is a great and deep River, and along it runs the Road from Guahaca to the Sea. There is anchoring Ground all along this Coast, the Land clean and level,

To

To the Westward of this River of Copalita, is the Harbour of Guatulco, the Port to Mexico and Guaxaca, a fafe Place, and shelter'd against all Winds, except the S. E. The Mark to know this Port by, for it is close hid up, is a League before you come to it, a little round mountainous Island, call'd Tangolotango. At the Mouth of the Harbour, is another little Island, without any Trees. A little farther to the Westward, is el Bufadero, that is, the Roaring Place; and when the S. W. Wind blows, you'll hear it roar. If you come in from the Seaward, you'll fee a high Mountain, make for the Harbour, keeping the highest Part of it right before you. When in Guatulco, keep to the East Side, for there is most Water, and best Shelter.

A Strand runs from the Port of Guatulco, to Calluta, whither the Boats go for Water. You'll fee a little Island to the Westward, where you may anchor to water. About a League to the Westward of this watering Island, is another Island; and to the Landward of it is good anchoring Ground, fafe from all Winds, it is call'd Sacrificios, or, the Island of Sacrifices, and

there also you may water.

From this Mand of Sacrifices, to the River of Coiula, three Leagues, a deep Coast, and bad landing.

From the River Coiula, to the River of Julian Carrasco, four Leagues. This River runs out at the Strand, where there is a good landing Place; but before you come to it, there is a Bank of Sand, which appears above the Water, like a Tortoife, about a quarter of a League from the Continent, and half a League from the River, bearing from one another N. W. and S. E.

From the River of Julian Carrasco, to Puerto de Angeles, or, Port Angels, five Leagues; and two Leagues thort of Port Angels, is a Creek, which affords very good Shelter; and to the S. E. from this Creek, there runs out into the Sea a Row of little high Rocks, abour half a League, but there is no fresh Water in the Creek. In the Way from it, short of Port Angels,

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is a dangerous Bank of Sand, under Water; and near it is a little high Rock, which bears with the Port N. W. and S. E. Port Angels is a good Harbour, and within it, on one Side, is a Creek; the S. E. Side affords better Shelter than the other. It is high Land on both Sides. Towards the S. E. at the Mouth of it, is a high Rock; and up some Way in the Creek, a Brook runs down to the sandy Shore, and is lost in the deep Sand. A little higher you may see the Brook run down, and a Ground of Reeds. In this Port there is some Wood.

From Port Angels, to the River that runs by la Galera, three Leagues; and here terminates the Coast, bearing E. S. E. and W. N. W. From this River de la Galera, runs a large sandy Shore, and above that Shore there are abundance of Mangroves, which may serve to make Masts for Ships, and they extend about two Leagues. The Coast is upright, with anchoring Grounds all the Way, Hills and Dales, with greater and lesser

Strands.

From the River de la Galera, to the River of Masia, 18 Leagues. This is a fresh Water River, swells much in rainy Weather, and sometimes floods the Town call'd Masia. Half a League without the River, is a small

Island, and a Parcel of little Rocks.

From the River Masia, to a Point to the Westward, two Leagues. Before this Point, which is low, is a little Rock, and behind the said Point a little Rivulet runs into the Sea. When the Wind blows at N. W. you may go ashore for Water, which is to be had to

the S. E. of the Point, where the Sea is still.

From this Point and River, to Puerto Escondido, or, hidden Harbour, eight Leagues. Puerto Escondido is a small Bay, having a Point which runs out into the Sea half a League beyond the Shore; and a little Way within the Point, is a small Island, which closes and makes the Harbour. There is good anchoring to the Landward of that little Island, tho the W. and S.

W. Winds drive in; however, you may fafely go a. shore.

From Puerto Escondido, or, hidden Harbour, to Pesqueria de Don Garcià, or, Don Garcia's Fishery, 30 Leagues, the Land all Vales, and open Strands, without any Harbour. Ten Leagues to the Westward of Puerto Escondido, before a Parcel of Crags, there are many dangerous Shoals, which run out two Leagues into the Sea, and shew the Bottom; for there is but a Fathom, or a Fathom and a half Water at low Ebb; take Heed of them, for they lie above two Leagues in Length; the Crags and they bear from one another N. by E. and S. by W. distant two Leagues.

From these Crags and Shoals, to the Port of Acapulco, 25 Leagues, the Coast lying W. N. W. and E. S. E.
Three Leagues to the Westward of the Shoals, is a little
white Island, where there is anchoring Ground, and
is call'd the Island of Alcatrases, being half a League
from the Continent. To the Westward of the said Island,
is a River, which runs out as far as the Island, and
there Ships may water. The Coast is mountainous,
and the Shore upright, and between this Place and Aca-

pulco there are abundance of Crags.

From this River to Don Garcia's Fisheries, 15 Leagues, 2 spacious Shore, stretching out as far as Port Marquis, which others call Puerto Chico, or the little Port. Near these Fisheries there are two little Rocks, and a fresh Water River; the Place generally very still, but when

the Sea swells, it is boisterous.

Between these Rocks and the Port of Acapulco, the Coast bears N. W. by W. and S. E. by E. to Port Marquis, 5 Leagues, and from Port Marquis, to Acapulco, one League. If you come in from the Seaward, you'll see four Mountains, the first next the Sea somewhat high, and the others rise higher gradually behind one another, and on the highest, is a burning Mountain toward the S. E. At the Foot of all these Mountains, is the Harbour of Acapulco, spacious and very safe; and

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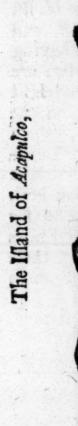
a little without the Mouth of it is an Island. On the N. W. Side of this Island, is a narrow Channel, at which Ships may fafely go in; for there is Water enough. When you fail in on the S. E. Side, which is a wide Channel, you'll fee a Bank of Sand above Water, call'd el Grifo, leave it on your Larboard-fide; but you must keep close to it to fail in, and very hard up with a little Point there is by it, and you'll foon fee the Town within. To the Westward, on the Shore, you'll fee two little Rocks. Port Marquis stretches out N. W. and S. E. a League. The Mouth of it lies E. S. E. and W. N. W. It is a fafe Harbour, and very deep, having 20 Fathom Water. The Marks to know it by, are high Land, rocky, and next the Sea is a round Hill fomewhat higher. Opposite to the Harbour, on the faid Hills, you'll fee fome red and white Stones, which appear, as it were, through a Mist. Observe the Landmarks well, for the Harbour lies up very close; take special heed that you miss not the Island. On both Sides of Port Marquis, as far as Acapulco, is rocky for above two Leagues, and on both Sides of those Rocks low Land and fandy Shores, and in the mid ft of those Rocks is the Port of Acapulco. Note the Land-marks carefully.

The Mountains of Acapulco.

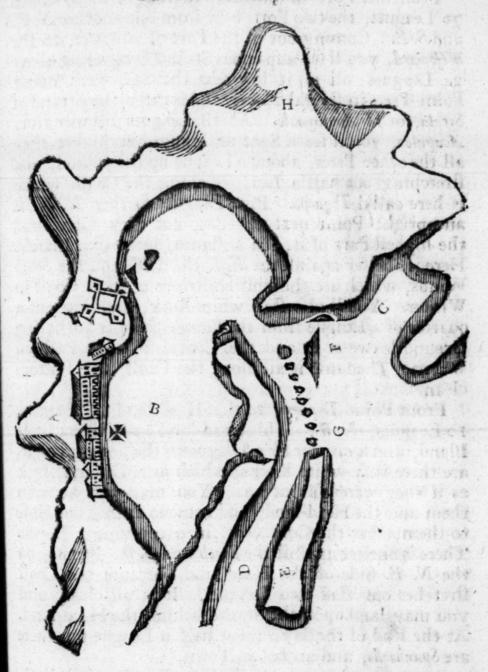


These are the four Mountains that appear above the Port of Acapulco, and the burning Mountain is towards the S. E. of the highest, the lowest is next the Sea.

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Bearing N. N. W. flews thus.



A. The Town of Acapulco. B. The Harbour. C. Port Marques. D. The little Channel. E. The Island. F. The little Island, call'd el Grifo. G. The great Channel. H. The-Mountains call'd Cerros de la Brea, or, Tar-Hills,

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From the Port of Acapulco, to that of the Nativity, 70 Leagues, the two Ports bear from one another N. W. and S. E. Coming out of the Port of Acapulco, to the Westward, you'll see a spacious Strand, extending above 24 Leagues, all of it low next the Sea, with many Palm-Trees in feveral Places, and is call'd the Strand of Sitala, or of Apusaguale. At 18 Leagues distance from Acapulco, you'll fee a Spot of Mangroves higher than all the other Trees, about a League up the Inland, and stretching out half a Leagues along the Coast, which is here call'd Tequepa. Five Leagues farther N. W. is an upright Point next the Sea, not very lofty, and the highest Part of it, at a Distance, looks like Islands, Here is Shelter against the West, the S. W. and the South Winds, which are the most boisterous on that Coast in Winter. You'll also see a white Rock, standing out a quarter of a League from the Land; there is anchoring Ground between it and the Continent in 10 Fathom Water. The fame is all along the Coast, the Bottom

From Point Tequepa, to the Head-land of Petaplan, to Leagues, N. W. This Head-land looks like a little Island, and a quarter of a League to the Seaward of it, are three very white Rocks, which at a Distance look as if they were all but one. You may pass between them and the Head-land, and come to an Anchor close to them, next the Continent, in a convenient Depth. There is Shelter against the South and S. W. Winds, on the N. E. Side of the Head-land, because the Coast stretches out East two Leagues. It is all clean, and you may land upon the Strand behind the Head-land. At the End of the Bay, about half a League up, there are Spaniards, and an Indian Town.

About four Leagues N. W. from Petaplan, is a little Rock, half a League from the Continent, the Coast lying North and South. About the Length of these Rocks, is a good Harbour, call'd Signature of Note, That the this Port cannot be seen from the Offing, as

foon as the Rock comes to bear North you'll see it, and may pass by either Side of it. A League farther, towards the N.W. there are five or six Islands, great and small, where is a Village, but inconsiderable, towards the S. E.

Two Leagues still N. W. from these Rocks, is a Spot of high hilly Land, call'd the Land of Tacomatlan; and before this Land, close to the Sea, is a Town call'd Islapa; and on the Brink of the Sea, is a small Spot of Land, which looks like an Island, shelter'd from East to S. E. and this Spot of Land may be seen at above ten Leagues distance every Way, because it is high, and

the rest of the Land low.

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To the N. W. of Istapa, is a flat level Shore, without any Harbour for about 12 Leagues, in some Places full of Trees, and at the End of it a Spot of thick and green Mangroves. There is the Mouth of a large River, call'd of Sacatula, and half a League up the River, is a Spanish Town call'd the Town of Sacatula. Note, That you must keep within two or three Leagues of the Land, to be able to make these Land-marks. Over this River of Sacatula, next the Sea, are some

Hills, the least of them open without Trees.

From this River of Sacatula, the Land runs away N.W. rugged next the Sea, full of Hillocks, of a moderate Height, and is call'd los Motines. This high rugged Land holds for 25 Leagues. In the highest Part of this Land, about half a League beyond Sacatula, you'll fee two, as it were little Dugs, very close together; and when you are near the Land, bearing North and South with them, you'll discover an indifferent high Rock, with a Spot of Strand like a Creek ; when you are posited North and South with it, you may discern the white Church of a great Town call'd Tutapan. You may anchor to the Southward, between that Rock and the Strand, in four Fathom Water, clean Ground; and if you would go ashore, make up to the End of the Strand, towards the N. W near the Stones, and Vol. II.

you'll presently see the Way to the Town, which is in-

habited by Indians.

Four Leagues to the N. W. of Tutapan, is a Point indifferent high, with a Parcel of Rocks by it on the S. E. Side, which you will not see, unless near the Land. Between these Rocks and the Land to the S. E. is a Piece of a Strand, like a Creek, and a very green Vale. Here is good Anchoring and Shelter from the West and N. W. Winds, in 12 Fathom Water, and the Place is call'd Muibata. If you have Occasion to go ashore, you'll find Indians, who generally reside there, and solve Tillage. There you'll see a River, which runs only in Winter, and the Way, which leads up the same River to the Town, standing on the Top of a Hill call'd Pomaro.

Six Leagues N. W. from this Town of Pomaro, is a high Point perpendicular next the Sea, looking like an Island, or small Head-land, call'd Tucbis, and here ends the Land above-mention'd call'd Motines. this be rugged Land, like all the rest of the Coast, yet there are Strands, and anchoring Places, and Shelter from the N. W. Wind, which is the most boisterous along that Coast during the Summer Season. To the N.W. of this Point, is plain Land full of Mangroves, keep an Offing of three Leagues from it. From this Point you'll see a Parcel of Ridges or high Land, all champion Country, which is call'd Colima. Among these Ridges, is a smooth Break running N. E. up the Country; and, if it be clear Weather, you may difcern at the farther Part of the Break a burning Mountain, continually fmoaking, and call'd the burning It is all cover'd with Cattel, Mountain of Colima. and Orchards of Cacao.

Eight Leagues from the Vale of Colima, is a very round Head-land call'd Santiago; and on the S. E. Side of it, are two Hillocks, like Dugs; between those Dugs and the Head-land of Santiago, is the Port of Salagua. In order to know this Port of Salagua, you are

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to observe, that there is a very white Rock clinging close to the Head-land of Santiago, which may be feen at eight Leagues Diftance, what soever Way you come towards it. Between this Rock and the opposite Point, being about three Leagues Distance, is a Bay with a Strand, and farther up it is all wooded. If you would put into this Port of Salagua, stand strait in for the Strand, for at the Ends of it, there are two very good Harbours, where many Ships may ride. They are call'd las Calletas, that is, the Creeks; and that which is to the N. W. of the faid Strand, is also very fafe, Land-lock'd against all Winds, tho' smaller than the other. In this Port of Salagua, is a fresh Water River, and there are Plantans and Wood. As foon as landed, you'll fee the Road that leads to Salagua, which is a League and a half from the Sea. Note, That between Salagua and the white Rock, is the Port of Santiago.

Six Leagues N. W. from the white Rock, is a little Head-land, which afar off looks like an Island, and when near, will appear to be an indifferent Head-land, all craggy next the Sea, with a little Rock close by it, made like a Sugar-loaf very shapable. On the N. W. Side of this Rock, is a Strand about a League in Length,

call'd the Port of the Nativity.

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At the End of the Coast, which forms the Port of the Nativity, towards the N. W. is another Port, by the Natives call'd Melaque, Land-lock'd against the

N. W. the West, and the S. W. Winds.

Bare three Leagues from Port Melaque, is a Row of four or five Rocks above Water, or small naked Islands, running from the Continent, and stretching out N. E. and S. W. and if the Weather be fair, you'll fee the burning Mountain of Colima to the Eastward up the Country, smoaking. The Coast between these Rocks and the Port of Acapulco, lies E. S. E. and W. N. W.

Four Leagues N. W. from these Rocks, or small Islands, are two other such Rocks or Islands, about half a League from the Shore, and, at a Distance, look like

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like Ships under Sail, call'd the Rocks of Aquiapafulco, You may fafely anchor near them, close under the

Shore, for Shelter against the Sea and Wind.

Between two and three Leagues to the N: W. from these Rocks, is a low Point, with red Crags, and a little Rock or bare Island close to it, on the N.W. Side whereof is good anchoring, under Shelter from the S. E. to the S. W. At this Point runs in a Bay trending towards the N. West, about eight Leagues, where you'll see two or three small low Islands, call'd the Islands of Chametla; between which and the Continent is very good anchoring. The Way in, is from the S. E. and there is a Fishery belonging to the Town of the Purification, which lies fourteen Leagues up the

Country.

From these Islands of Chametla, the Coast runs to the N.W. a strait Shore, as far as Cape Corrientes, or Currents. When near the Cape, if you happen to meet with any Squals of Wind at N.W. there is a Parcel of upright white Crags next the Sea, make directly for them, because to the S. E. close up there is very good anchoring, shelter'd from the N.W. the West, and the S.W. Winds, the Place call'd las Salinas del Piloto, or, the Pilot's Salt-Pits, by Reason Salt is made very near this Port. The aforesaid Cape Corrientes, or Currents, being in 20 Degrees of North Latitude, is indifferent high Land rising by Degrees, barren and bearing sew Trees; but up the Country there appears above it a high Ridge of Mountains, forming many Heads, and call'd los Coronados.

From Cape Corrientes, there runs in a Bay E. by S. to or 12 Leagues. All the Land, to the N. E. and N. N. E. is low, and looks very pleasant to the Eye. This Bay is fix or seven Leagues in Breadth, and all the low Land, which is full of Guayavas, Cacao, and Breeds of Mules, belongs to the Liberty of the City of Compostela.

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From Cape Corrientes, or, Currents, to the Point at the other End of the aforesaid Vale, is about to Leagues, N. by E. and S. by W. That Point forms a round Head-land, of an indifferent Size, which looks like an Island, without any Trees, and is call'd Point Ponteque. In the Offing, to the Westward of it, are two small Islands call'd the Isles of Ponteque, almost a League from the Continent. Ships may safely pass between them and the Shore. On the West of these Islands, are some small white Rocks, and then a Bank of Sand on which the Sea breaks, at the End whereof are two other little Rocks, the whole extending two Leagues.

Three Leagues to Seaward of these Rocks, is another sinall one, clove in the middle, which, at a Distance, looks like a Ship without Masts. You may safely pass between this and the Rock of Ponteque.

About 14 Leagues N. W. by W. from the said Rock, are three large Islands and a small one, the three greater call'd las Tres Marias, or, the Three Marys; and the lesser, la Isla Baxa, or, the Low Island, lying towards the N. E. and by it a white round Rock; all these Islands lie N. W. and S. E.

From the Rocks of Ponteque, the Coast runs N. E.: above 20 Leagues, to the Port of Matanchel; and if the Weather be clear, you'll see a very high Hill over the Port, with a Break on the Top, which is call'd the Hill of Xalisco, and may be very well made eight or nine Leagues before you come to the Port of Matanchel. In a Bay of sandy Shore, joining to some high Land, at half a League distance from the Shore, you'll see a simall, round, mountainous Island, call'd Maxantella, and on the Shore opposite to it, are Orchards of Cacao, and grazing Lands. About two Leagues to the N.W. of this Island, is a Piece of Land sull of small red Crags, where this Course ends.

None of the Spanish Manuscripts which I have seen, go any farther Northward in the Description, nor do they afford us any Draughts beyond Acapulca.

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Courses

#### Courses and Distances.

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|  | Leagues.     |
|--|--------------|
| From Panama, to Port Perico, S. W.                                 | Ton Bacs,    |
| From Port Perico, to Otoque, S.W.                                  | 1            |
| From Otoque, to the Island Iguanas, S. W.                          | 4 2          |
| From the Island Iguanas, to Point Mala, S. W                       |              |
| From Point Mala, to Point Higuera, N.W.                            | ,            |
| From Point Higuera, to Morro de Puercos, W.                        | by N. 2      |
| From Morro de Puercos, to Point Mariato, W.                        |              |
| From Point Mariato, to the Island of Sebaco,                       |              |
| From the Island of Sebaco, to that of Quic                         | ara, S. W.   |
| From the Island Quicara, to Baia Honda, or, West,                  | 10           |
| From Baia Honda, to Pueblo Nuevo, or, New by W.                    | Town, N.     |
| From Pueblo Nuevo, to the Islands of Contro                        | eras, S.W.   |
| From the Islands of Contreras, to Islas Secondry Islands, West,    | as, or, the  |
| From Islas Secas, to Chiriqui, N. W.                               | 4            |
| From the Islands of Chiriqui, to Point Burice                      | , N.W. 6     |
| From Point Burica, to Golfo Dulce, or, fr. Bay, N. W.              | esh Water    |
| From Golfo Dulce, to the Island del Cano, N.                       | W. 7         |
| From the Island del Cano, to the Island in the                     | e Bay, N.    |
| From the Island in the Bay, to the River de or, of the Star, N. W. | la Estrella, |
| From the River de la Estrella, to Herradur<br>Horse-shoe, N. W.    | a, or, the   |
| From la Herradura, to the Island of Chira                          |              |
| All Hora to the state of the                                       | 15           |
| From the Island Chira, to that of St. Luke, I                      | V. N.E. 8    |
| From Herradura, above-mention'd, to Cabo                           | Blanco, or,  |
| white Cape, West,  | 30           |
| From Cape Blanco, to Point Guiones, West,                          | 10           |
| 1 .110   | From         |

| The South Sea Coasts. 311   |
|---|
| From Point Guiones, to Morro Hermoso, or, beautiful Head-land, N. N. W. |
| From Morro Hermoso, to Port Velas, or, Sails, N. W.                     |
| From Port Velas, to Point St. Catherine, W. N.W. 8                      |
| From Point St. Catherine, to Port St. John, N. W. 15                    |
| From Port St. John, to the River of Tosta, N. W. 7                      |
| From the River of Tosta, to Realejo, N. W. 8                            |
| From Realejo, to Consibina, W. N. W.                                    |
| From Consibina, to Port Martin Lopes, or, el Condadillo, W. N. W.       |
| From Port Martin Lopes, to the River of St. Michael, West,              |
| From the River of St. Michael, to that of Guibaltique,                  |
| From the River of Guibaltique, to that of Linga, West,                  |
| From the River of Linpa, to Sacatecolula, West, 4                       |
| From Sacatecolula, to the burning Mountain San Salvador, West,          |
| From San Salvador, to Bernal, West, 4                                   |
| From Bernal, to the Hill of Italias, N. W.                              |
| From the Hill of Italias, to the Port Catulta, or, of Sonfonate, N. W.  |
| From Sonfonate, to the River of Moticalco, N. W. 7                      |
| From the River of Moticalco, to the Bar of Estapa, West,                |
| 19  |
| From Estapa, to Sapotitlan burning Mountain, N. W.                      |
|   |
| From Sapotitlan, to Milpas, two burning Mountains, N. W.                |
| From Milpas, to Soconusco burning Mountain, N.W.                        |
| From Soconusco, to la Encomienda, or, the Cross, West,                  |
| From la Encomienda, to Bernal, N. W.                                    |
| From Bernal, to Port Mosquitos, N.W.                                    |
| From Port Mosquitos, to Teguantepeque, N.W. 8                           |
| X 4 From  |

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|---|
| From Teguantepeque, to la Ventosa, W. N. W.   |
| From Teguantepeque, to las Salinas, or the Salt-Pits, W.  |
| From Salinas, to the Head-land of Macatan, N. W. 2  |
| From Macatan, to the Head-land of Banba, W. N. W.   |
| From the Head-land of Banba, to the Island of Itata, West,  |
| From the Island of Itata, to Point Artea, W. N. W. 7<br>From Point Artea, to the River of Samitlan, N. W. 4   |
| From Samitlan, to the River of Copalita, West,  |
|   |
| From the River of Copalita, to Guatulco, West,  |
| From Guatulco, to the Island of Sacrifices, West,  From the Island of Sacrifices, to the River Coiula,  N. W. |
| From the River Coiula, to that of Julian Carrasco, West,  |
| From the River of Julian Carrafco, to Port Angels,  |
| From Port Angels, to the River de la Galera, W. N.W.  |
| From the River de la Galera, to the River Masia, W. N. W.   |
| From the River Masia, to Puerto Escondido, or, hidden Harbour, West,  |
| From Puerto Escondido, to Pesqueria de Don Garcia, W. N. W.   |
| From Don Garcia's Fishery, to Port Marques, N.W. by   |
| From Port Marques, to Acapulco,   |
| From the Port of Acapulco, to Tequepa, N. W. 18   |
| From Point Tequepa, to the Head-land of Petaplan, N.  |
| From Petaplan, to Port Signatanejo, N. 4  |
| From Petaplan, to Port Siguatanejo, N. From Port Siguatanejo, to Tacomatlan, or, Istapa, N. W.                |
| From Istapa, to Sacatula, N. W.   |
| From Sacatula, to Tutapan, N. W.  |
| From  |
|   |

| The South Sea Coasts.   | 13       |
|---|----------|
| From Tutapan, to Muibuta, or Pomaro, N.W.                           | 4 8      |
| From Pomaro, to Colima, or Santiago, N. W.                          | 7.1      |
| From Santiago, to the Port of the Nativity, and that Melaque, N. W. | t of     |
| From Port Melaque, to the Rocks of Aquiapafulco, N                  | w.       |
| From the Rocks of Aquiapafulco, to the Islands of of metlan, N. W.  | Tha-     |
| From the Islands of Chametla, to Cape Corrientes, Currents, N. W.   | or<br>Io |
| From Cape Corrientes, to Point Ponteque, N. by E.                   | Io       |
| From Point Ponteque, to the Islands Tres Marias,                    | N.       |
| W. by W.  | 17       |
| From Ponteque, to Port Matanchel, or Xalisco, N. E.                 |          |
| ಕೊಡುಗೊಡುಕೊಡುಗೊಡುಕೊಡುಕೊಡುಕೊಡುಕೊಡುಕೊಡುಕೊಡುಕೊಡುಕೊಡುಕೊಡು                | oto      |

#### CHAP. IV.

Of the Winds and Currents in the South Sea; as also a large Table of the Latitudes and Longitudes of all remarkable Places along that Coast.

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Uppose an imaginary Line from Port St. Mark at Arica, to Point Aguja, or, Needle-Point, which is near the Port of Paita, drawn 30 Leagues at Sea from each of those Ports, from that Line to the Coast,

the S. E. and S. S. E. Winds reign all the Year. In Winter they are very boifterous, and keep more to the S. E. But it is to be observ'd, that within a League or two of the Coast, there are sometimes North and N. E. Winds, which are not very lafting, and blow weekly, and are most frequent in the large open Bays along the Coalt.

Suppose another imaginary Line from the faid Point Aguja, or, Neddle-Point, to Point Santa Elena, 20 Leagues Leagues out at Sea from each of them, and from that, to the Continent, the South Wind reigns all the Year : but five or fix Leagues from the Shore there are fometimes S. W. Winds, more especially in the Angles the faid Coast makes, and these Winds are generally moderate, but not lasting.

Imagine another Line ten Leagues out at Sea from the faid Point Santa Elena, to Cape Pasado, and between that and the Shore the Wind is S. W. all the

From Cape Pafado, to Cape St. Francis, draw also a Line five Leagues out at Sea, and between it and the Land the S. W. Wind prevails. Not to limit the feveral Winds which happen to blow without these Lines. according to the Times of the Day or Night, fometimes coming off the Shore, and then again from the Sea, and being more or less boisterous, according to

the Season of the Year.

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e sugas. I

In like Manner, draw a Line from Cape St. Francis. to Morro de Puercos, or, the Head-land of Swine, and all to the Eastward of that is call'd la Travesia, that is, the croffing to Panama; and here is a Winter and Summer Season, tho' after an odd Manner, that is, without Regard to the Nearness of the Sun; for, according to the Course of Nature, the Summer ought to begin there on the 25th of March, when the Sun passes the Equinoctial, to the Northward, on which Side that Coast and Sea lie, where he should produce the usual Effects till the 25th of September, when that noble Planet crosses the Equinoctial again to the Southward. Yet is this known to be otherwise; for the Summer along this cross Sea and Coast of Panama, begins in January, when the Sun is farthest to the Southward of the Equinoctial, so that there the Season is contrary to the Course of Nature, and the Winter begins in June, when the Sun is on the North Side, which is directly oppofite to the Effects of the Sun.

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Along this Coast of Panama, and the Sea before it, there are fix Summer and fix Winter Months. Summer begins in January, and ends in June, and during this Season the North, N. E. and N.W. Winds reign. In January, February, and March, they are very boifterous, and there falls no Rain along that Coast of Panama, Port Pinas, Malpelo, Puerto Quemado, or, Burnt Haven, and all the rest on, as far as Cape St. Francis. At the same Time it rains much on the Coast of Manta and Guayaguil; and the Reason is, because those reigning Winds have drove the Clouds upon that Coast, and the faid Winds stopping there, the Clouds can pass no farther, but are dissolv'd by the Sun, and fall down in heavy Showers. These reigning Winds, during the three first Summer Months, sometimes reach as far as Manta, Point Santa Elena, and Cape Blanco; and fometimes they do not reach to Cape St. Francis, which happens according as they are stronger or weaker on the Coast of Panama.

During these same three Months, there is generally an E. N. E. Wind reigning about Malpelo, being a settled Breeze and fair; and between Malpelo and the Land of Buenaventura, this Wind becomes North; and from within Sight of the Island Gorgona, to Puerto Quemado, or, Burnt Haven, it is generally N. W. W. N. W. and

West, with heavy Showers of Rain.

Such is the Weather during these three Summer Months, and such is the Variety of it, according to those several Places. About the first Days of April, the Rains begin to fall all along that Gulph and Coast of Pamama, and the peaceable Winds prevail, with Calms, for the most Part, or those they call Virazones, which are South, S. W. and S. S. W. Winds, and sometimes they sly over to N.W. generally with most violent heavy Rains; and thus the Winds Stutter between strong Gusts, gentle Gales, and Calms, 'till the End of June, when the Summer ends.

In July begin those they call Vendavales, and last

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rill the End of December, and these Vendavales are S. and S. W. Winds, with mighty Rains, Thunder, and Lightning, and the Fury of these Vendavales is in September, October, and November; and then at Times about Panama, the S. W. Winds blow up fair Weather for ten or twelve Days together, and they are not so fierce as to obstruct Navigation. They blow generally most fierce during the aforesaid six Winter Months, and sometimes the Wind will slip over to the N. and N. E. with heavy Rains; but that lasts not long, and it

never reaches above 20 Leagues out at Sea.

During the fame Seafon, there are fometimes West and W. S. W. Winds, which carry over the Ships to the Coast of Peru, and at Night the Wind uses to come about N. W. with heavy Showers; but that is not lasting, which may be met with half Way over the Gulph, to Panama. When the Northerly fettled Winds reign at Panama, there are usually Calms and good still Weather from Cape St. Francis, to Cape Blanco; and when the Summer begins at Panama, then the Winter commences at Guayaquil, and it rains five Months in the Year, that is, from the Beginning of January 'till the End of May; and all the Winds blow from the Island Santa Clara towards the River, and it thunders and lightens very much, more especially on the Mountains of Cuenca, which are those that appear on the right Hand going up the River; and yet at the same Time, for the most Part within the River, the Weather is fair and calm. Here the Summer commences in June, when it does not rain; but the West Wind blows very hard, which the Natives call Chanduy.

Cape Blanco is very pleasant and calm for four Months in the Year, which are January, February, March, and April; all the rest of the Year is very stormy, and the Current sets up from the said Cape,

that is, to the Southward.

It is absolutely necessary in Navigation, to be acquainted with the setting of the Currents, which frequently

quently put Ships from their intended Course, and run so unperceivably, that when a Pilot expects to make one Land, he finds himself upon another he never thought of, occasion'd by the Force and Rapidity of the Waters setting along the Coasts and spacious Bays; nor is he able to perceive which Way they drive, 'till he makes the Land, and by it discovers whether the Ship has made a long or a short Run. This he may also discover by the Latitude, and his Approach to, or Distance from the Equinoctial, and so find out, whether he has advanc'd much or little, in Proportion to the Wind as it was for or against him,

and by that the Course of the Water will appear.

This fetting of the Currents, has occasion'd the Loss of many Ships; for fometimes they run towards the East, or the West, or South West, in fuch Places as is unknown to Sailors; and thus they are often a-ground on some Bank or Shoal, without any Fault on their Side, as being altogether unacquainted with that Motion of the Water. In other Places the Water has no Motion at all, and it is fafer in Sailing, to suspect the Motion of the Water, than to rely too much upon it, and particularly when the Sun is not to be feen, and confequently the Latitude cannot be taken; for it may happen, that when the Ship stands her due Course, the Pilot may fancy the Water fets some other Way, and confequently make an Allowance for it, by which Means he will in the End find himself out in his Reckoning; for the Water is so uncertain, that there often appear on it Tokens of strong Currents, Streams, or other Motions, and at the same Time it is quite still, which is made out by the Land. However, great Regard must be had to observe Currents, especially in Sailing, where any Effects of them appear, always providing with Caution, left they force the Ship ashore, or upon some Bank of Sand, or imbay it; to prevent which, there is to be timely Allowance, that the Danger may be prevented.

As foon as the Sun is gone over to the South of the Equinoctial, which commences the Summer in the Southern Parts, the Waters begin their Motion, fetting South and S. W. and this they do from Cape St. Francis along the Coast, and thirty or forty Leagues out to Sea; and in the same Manner, when the Sun crosses the Equinoctial, to the Northward, they move back. and begin to run to the N. and N. W. from the Port of St. Mark at Arica, along all the faid Coasts, and for the same Breadth of thirty or forty Leagues out at Sea. And it is to be observ'd, that in all these Motions, either in Summer or Winter, they always bend off from the Coast; and this is the most general Rule in those Parts, tho' there are some Exceptions, and the contrary happens in some Places; but that does not hold for any long Space, and you foon come again into the usual Course.

From the aforesaid Cape St. Francis, as far as Malpelo, it is most certain the Current sets E. and E. S. E. towards the Island Gorgona, and the Bay of Buenaventura; and this is most frequent in Winter, the sometimes

the Water is quite still.

From Malpelo, as far as the Head-land Morro de Puer-

cos, the Water has generally no Run at all.

From the Island Gorgona, to Cape St. Francis, the Current seldom sets to the S. W. but its usual Motion is to the N. W. and at other Times it stands still.

From the Island Gorgona, to the Head-land Morro de Puercos, the Water sets along the Coast Winter and Sum-

mer towards the N. W.

When the Trade-Winds prevail, the Sea between Mor-

ro de Puercos and Malpelo fets towards the S. W.

The setting of the Sea and Currents is so various, that no human Understanding is able to comprehend it, not only in these Seas, but in many other Parts of the World. It is a Secret Providence has conceal'd from us. Experience informs us of its Being; but the Reasons of it are above our Reach.

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# TABLE

OF THE

### Latitudes and Longitudes

OF

All the noted Ports, Islands, Rivers, Bays, Capes, and other Places worth observing along the Western Coast of America, that is, in the South Sea, from California in the North, to the Streights of Magellan in the South, from the same Manuscript Spanish Coasting-Pilots, as above.

Note, That the Longitudes are taken from the Westermost Point of the Island Gran Canaria, the largest of the Canaries, where the Spaniards generally place their first Meridian.

| \$20 mile 1983 "61" 50 199 %      | Latit. |    | Longit.        |     |  |
|-----------------------------------|--------|----|----------------|-----|--|
| Property of                       |        |    | and the second | M.  |  |
| THE Mand of California,           | 24     | 40 | 255            | 15  |  |
| L The Eastermost Head of it,      | 24     | 40 | 258            | 15  |  |
| The Point,                        | 25     | 30 | 259            | 50  |  |
| Cape St. Lucas,                   | 25     | 42 | 259            | 07  |  |
| The Southermost Part,             | 24     | 40 | 285            | 00  |  |
| Last Point of the Continent,      | 24     | 40 | 260            | 55  |  |
| The River de la Sal, or, of Salt, | 23     | 30 | 262            | IO  |  |
| Las Chamitas,                     | 22     | 55 | 262            | 48  |  |
| The River of St. Andrew,          | 22     | 30 | 264            | 08  |  |
| \$/II                             |        |    |                | The |  |

|  | Latit. |    | Longit. |      |  |
|--|--------|----|---------|------|--|
|  | D.     | M. | D.      | M.   |  |
| The Islands Tres Marias,                 | 22     | 07 | 264     | 14   |  |
| The River of San Milpa,                  | 22     | 05 | 264     | 23   |  |
| Boca de las Higueras,                    | 21     | 32 | 264     | 38   |  |
| Punta de la Cruz, or, Point of the Cross | ,21    | 26 | 264     | 16   |  |
| The Island of Califo,                    | 20     | Io | 264     | 22   |  |
| Cape Corrientes, or, Currents,           | 20     | 20 | 265     | 20   |  |
| Juan Ballegas,                           | 20     | 28 | 265     | 50   |  |
| Cabo de los Angeles, or, Cape Angels,    | 20     | 20 | 266     | 00   |  |
| New Galicia,                             | 20     | 25 | 266     | - 26 |  |
| Puerto de la Navidad, or, Port Nativity  | ,20    | 10 | 266     | 40   |  |
| Bay of Santiago,                         | 20     | 04 | 266     | 08   |  |
| River of St. Peter,                      | 19     | 52 | 267     | 30   |  |
| River of Aculima,                        | 19     | 30 | 267     | 50   |  |
| River of Sacatula,                       | 18     | 40 | 269     | 16   |  |
| Island de Ladrillos, or, of Bricks,      | 17     | 52 | 270     | 05   |  |
| River de Gaviotas,                       | 17     | 40 | 270     | 28   |  |
| Farallon, or, the Rock,                  | 17     | 35 | 270     | 16   |  |
| Point Siguantanejo,                      | 17     | 20 | 270     | 04   |  |
| River Piticalla,                         | 17     | 15 | 270     | 55   |  |
| River of Mitala,                         | 17     | 80 | 271     | 28   |  |
| River of Sitala,                         | 17     | 40 | 272     | 04   |  |
| Port of Acapulco,                        | 17     | 00 | 272     | 04   |  |
| Rio de Pescadores, or, Fisher-mens River |        | 00 | 272     | 45   |  |
| Rio de Don Garcia, or, Don Garcia's Riv  |        | 45 | 273     | 00   |  |
| Punta de la Galera, or, the Galley Point | ,16    | 08 | 273     | 42   |  |
| Rio Verde, or, green River,              | 16     | 08 | 273     | 45   |  |
| The Hill of Talcamanca,                  | 16     | 00 | 273     | 55   |  |
| Puerto Escondido, or, hidden Port,       | 15     | 50 | 274     | 32   |  |
| The Island de la Brea, or, of Tar,       | 15     | 40 | 274     | 45   |  |
| River Milcas,                            | 15     |    | 1       |      |  |
| River de la Galera, or, of the Galley    | , 15   | 36 |         |      |  |
| Port Angeles, or, Angels,                | 15     |    | 276     |      |  |
| River Carrasco,                          | 15     | 18 |         |      |  |
| River Dicilo,                            | 15     |    |         |      |  |
| Port Aguatulco,                          | 15     | 36 | 276     | 25   |  |
| The Head-land of Masatatlan,             | 15     | 30 | 277     | 46   |  |
|  |        |    |         | The  |  |

| Sand Hill                                  | Latit. |                   | Longit.  |  |
|--|--------|-------------------|--|--|
| L. C. M. C.                                | D.     | M.                | D.   | M.   |
| The Island Itata,                          | 15     | 30                | 277  | 26   |
| Las Salinas, or, the Salt-pits,            | 15     | 42                | 278  | 20   |
| The Bay of Teguantepeque,                  | 15     | 50                | 278  | 146  |
| Barra de Macias,                           | 15     | 20                | 278  | 46   |
| Morro, or, the Head-land Bernal,           | 14     | 56                | 279  | 47   |
| Cerro de la Encomienda, or, Cross Hill,    | 14     | 58                | 280  | 00   |
| The burning Mountain of Socomifco,         |        | 51                | 280  | 36   |
| Bay of Milpas,                             | 14     | 51                | 281  | 07   |
| River of Anabasos,                         | 14     | 29.               | 282  | 20   |
| River of Sapotitlan,                       | 14     | 40                | 281  | 49   |
| The Bar of Istapa,                         | 14     | 24                | 282  | 50   |
| Rio Grande, or, the great River,           | 14     | 20                | 283  | 40   |
| River Motualpe,                            | 14     | 07                | 284  | 00   |
| Port of Sonfonate,                         | 14     | 00                | 284  | 35   |
| Point Remedios,                            | 13     | 48                | 284  | 38   |
| The Head-land of Icacos,                   | 13     | 55                | 285  | 00   |
| The Coast of Tonela,                       | 13     | 50                | 285  | 22   |
| Bar of San Salvador, or St. Savior,        | 13     | 40                | 285  | 55   |
| The River of Lampa,                        | 13     | 10                | 286  | 30   |
| The River of St. Michael,                  | 12     | 45                | 287  | 05   |
| The Bay of Condadille, or, the lit. County | 712    | 38                | 287  | 46   |
| Punta Gorda,                               | 12     | 30                | 287  | 45   |
| The Gulph of Amapala,                      | 12     | 20                | 288  | 08   |
| Point Arenas,                              | 12     | 10                | 288  | 10   |
| Port Realejo,                              | 12     | 30                | 288  | 48   |
| Punta del Leste, or, East Point,           | II     | 40                | 289  | 00   |
| The Bay of Tofta,                          | 11     | 30                | 290  | 10   |
| Gulph del Papapayo, or, of the Parro       | t,11   | 10                | 290  | 37   |
| Point St. Catherine,                       | IO     | 34                | 1000   | 48   |
| Port Delas,                                | 10     | 30                | 1 2 3 7 9 10 10  |  |
| Morro Hermoso, or, Beautiful Cape,         | 09     | 17                |  |  |
| Point Guiones,                             | 09     | m - 1 - 1 - 1 - 1 | COST TO SECURE A SECURITY OF THE PARTY OF TH | Contract of the Contract of th |
| Cape Blanco, or, White Cape of Nicoy       |        |                   | Assert Control   | C. C. S. S. S. C. S.   |
| Morro de la Enfenada, or, H.la. of the Ba  | . 10   |                   | ALCOHOLD TO  |  |
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| The East Point of Caldera, or, the Kettl   | e,09   | 50                | 291  | _  |
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| Port Caldera,  | 09  | 43   | 292  | 27          |
| La Herradura, or, the Horse-shoe,  | 09  | 20   | 292  | 40          |
| Rio de la Effrella, or, River of the Star,   |     | 08   | 292  | 47          |
| Puerto del Ingles, the English-man's Port  | ,09 | 00   | 293  | 00          |
| Punta Mala, or, bad Point,   | 08  | 55   | 293  | 17          |
| The Island del Cano,   | 08  | 45   | 293  | 30          |
| Golfo Dulce, or, fresh Water Gulf,   | 08  | 47   | 293  | 05 -        |
| Point Burica,  | 08  | 30   | 15-10 Miles (17-17)  | 21          |
| Port Limones, or Lemons,   | 08  | 38   | 294  | 16          |
| Island de Limones, or, of Lemons,  | 08  | 17   | 294  | .Io         |
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| La Montuofa,   | 08  | 53   | 295  | 36          |
| Pueblo Nuevo, or, new Town,  | 07  | 22   | 295  | 40          |
| The Island of Quicara,   | 07  | 41   | 295  | 00          |
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| Portete,   | 08  | 10000  |  |             |
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| Island Otoque,   | 08  |  |  |             |
| Island Taboga,   | 08  | R. R. SA SKILL CO.   |  |             |
| Ancon,   | 08  |  |  |             |
| Panama City,   | 09  |  | 4. 5. 4  |             |
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| Point Manglares, or Mangroves,   | 08  |  |  |             |
| Mand Contadora,  | 08  |  |  |             |
| Isla del Rey, or, King's Island,   | 08  | A  | 0.7  | 05          |
| Cape St. Laurence,   | 08  | 3 10   |  | 58<br>River |

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| St. Michael's Bay,                         | 08  | 18   | 301     | 20  |
| Point Garachine,                           | 08  | IO   | 301     | 30  |
| Point Caracoles,                           | 07  | 52   | 301     | 20  |
| Point Pinas,                               | 07  | 24   | 301     | 08  |
| Morro Quemado, or, burnt Head-land         |     | 45   | 301     | 19  |
| Puerto Claro, Port clear,                  | 06  | 46   | 301     | 37  |
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| Bay of St. Anthony,                        | 06  | 20   | 302     | 00  |
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| Bay of Mira,                               | 02  | 05   | 300     | 50  |
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| Bay of Cao,   | 07 | 44     | 300  | 37   |
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| Island of Alia,   | 12 | 35     | 302  | 14   |
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| Morro Quemado, or, Burnt Head-land                            |    | 30     | 303  | 34   |
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| Port St. Nicholas,                 | 15     | 06 | 304     | 40  |  |
| Port St. John,                     | 15     | 15 | 304     | 15  |  |
| Bay of Arequipa,                   | 15     | 25 | 304     | 40  |  |
| Point Arequipa,                    | 15     | 37 | 304     | 36  |  |
| Port Chala,                        | 15     | 49 | 305     | 00  |  |
| Head-land of Atico,                | 15     | 48 | 305     | 46  |  |
| River of Camana,                   | 15     | 46 | 306     |     |  |
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| Head-land of Ilay,                 | 17     | 07 | 308     | 40  |  |
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| Head-land of Sama,                 | 17     | 55 | 310     | 19  |  |
| River of Quiaca,                   | 17     | 45 | 310     | 35  |  |
| Port of Arica,                     | 18     | 00 | 311     | 08  |  |
| Head-land of Arica,                | 18     | 05 | 310     | 55  |  |
| The Break of Vitor,                | 18     | 30 | 311     | 08  |  |
| Break of Camarones,                | 19     | 17 | 311     | 14  |  |
| Break of Pisagua,                  | 19     | 26 | 311     | 15  |  |
| Head-land of Tarapaca,             | 20     | 00 | 311     | 05  |  |
| Island Iquique,                    | 20     | 00 | 311     | 52  |  |
| River Loa,                         | 21     | 06 | 311     | 17  |  |
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| Port Cobija,                       | 21     | 40 | 311     | 14  |  |
| Point Angama,                      | 21     | 54 | 311     | 05  |  |
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| Bay of Mijillones, or, Muscles,    | 22     | 00 | 311     | 15  |  |
| Morro Moreno, or, Brown Head-land, | 23     | 00 | 311     | 08  |  |
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| Port Coquimbo,                            | 30   | 00        | 310  | 40   |
| Bay of Longoi,                            | 30   | 24        | 310  | 46   |
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| Break of Limari,                          | 31   | 00        | 310  | 35   |
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| High-lands of Chupa,                      | 31   | 14        | CONTRACTOR STATE OF S | 37   |
| River of Conchali,                        | 31   | 26        | 1.00   | 50   |
| Point Ballena, or, of the Whale,          | 31   | 32        | 12.33  | 50   |
| Port Guillermo, or, William,              | 31   | 41        | 311  | 00   |
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